

M. L.

Gc
975.102
W68h
1971303

REYNOLDS HISTORICAL
GENEALOGY COLLECTION

ALLEN COUNTY PUBLIC LIBRARY



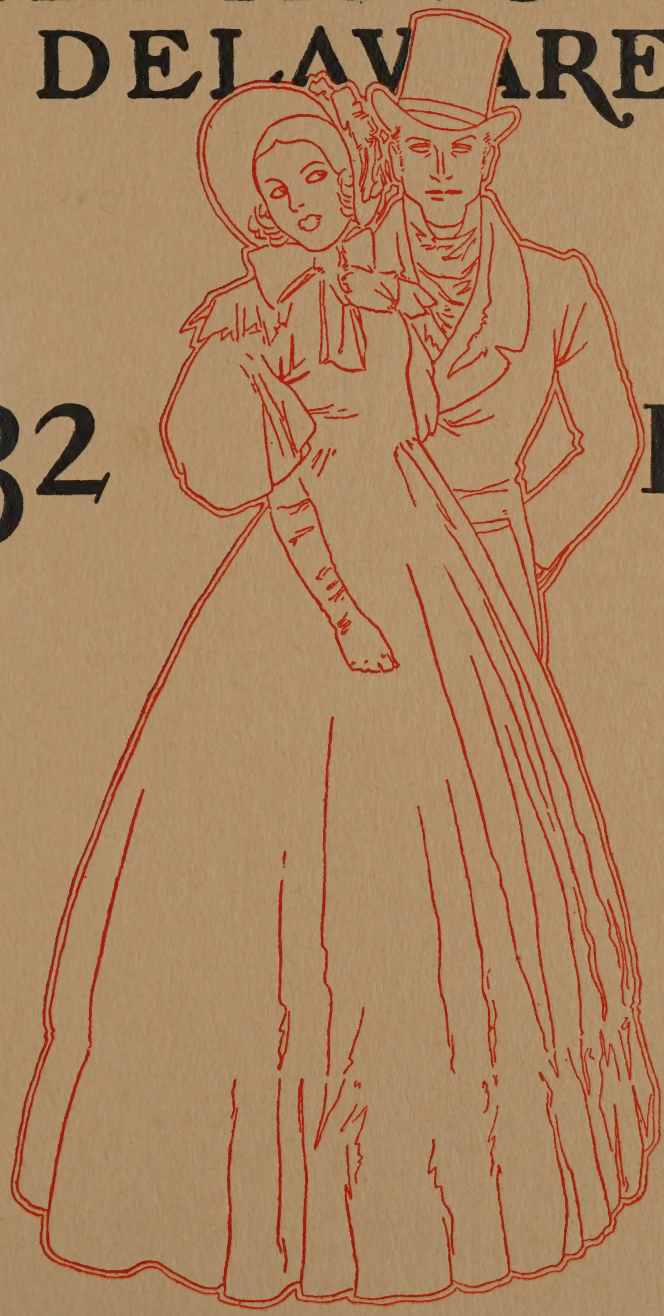
3 1833 02251 7665

Gc
975.1
W68h
19713

Bind in covers

WILMINGTON DELAWARE

1832



1932

Charter Centennial Celebration

#200 40.8033 R-9-27-77 - Hist. Soc. of Del.

HIGHLIGHTS of
WILMINGTON, DELAWARE
1832 * * * * 1932

*Commemorating the 100th Anniversary of
the Granting of the CORPORATE CHARTER
to the Borough of Wilmington by
the Delaware State Legislature*



CHARTER CENTENNIAL CELEBRATION
May 15th to 21st, 1932

1971303

FOREWORD

WE, the publicity committee, commissioned with the preparation of this commemorative booklet of Wilmington's Charter Centennial Celebration, feel that a preliminary word of explanation is due.

No attempt has been made here to present a complete history of Wilmington for one hundred years. That worthy task still remains for more scholarly minds to do. In addition, the very brief space of time allowed for its preparation, and the unavoidable physical restrictions placed on its number of pages, prevented us from preparing a more detailed account.

The presentation of a 1932 picture of Wilmington has been purposely avoided. That would be a lengthy story in itself. And though we Wilmingtonians may not know it all, it is here to see and learn.

We have endeavored, however, to prepare a booklet that is fitting to the occasion it commemorates . . . one that contains pictures and facts of Wilmington that a comparatively few of us today have seen or know about . . . highlights in the political, social, and economic development of our city since its inception one hundred years ago.

We, therefore, offer our apologies to those who would have had us do it differently. And to Dr. George H. Ryden for the text of the article, "Historical Background of Wilmington"; to Miss Anna T. Lincoln for her authoritative information and help; to T. Leslie Carpenter for the material on "Music in Wilmington During the Last 100 Years"; and to Miss Constance Moore, Miss Jeanette Eckman, Miss Mary H. Eastman, J. Ernest Smith, Mrs. A. D. Warner, Sr., Miss Sadie Shannon, C. Stayton Jones, William H. Hill, Miss Gertrude Brinckle, William Staniar, R. R. Banks, for their generous contributions and aid, we extend our greatest thanks.

Publicity Committee,

JOHN GILBERT CRAIG
MURRAY METTEN
BROOKS DARLINGTON



HONORABLE RICHARD H. BAYARD

First Mayor, City of Wilmington

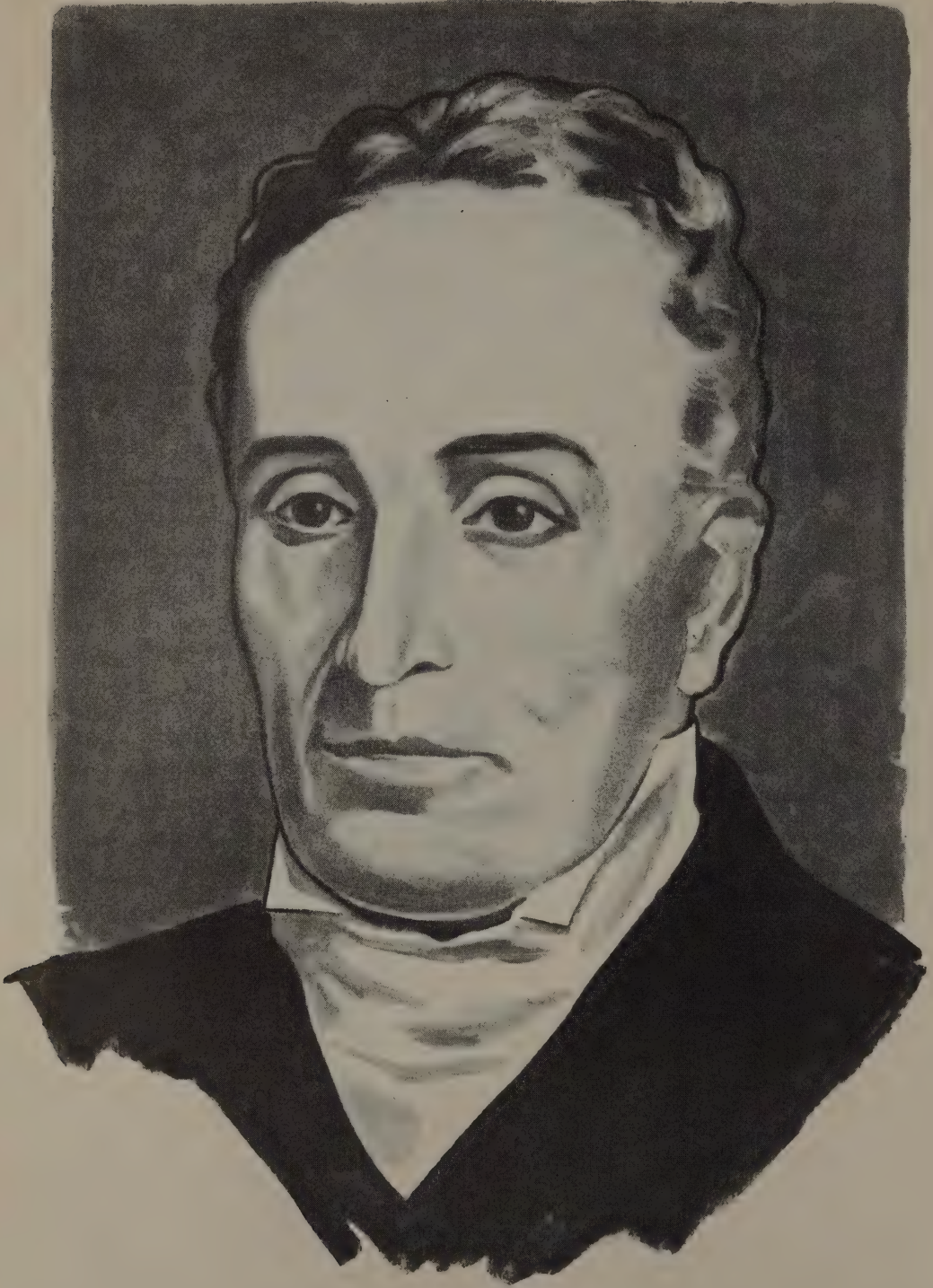
1832



HONORABLE FRANK C. SPARKS

Mayor, City of Wilmington

1932



HONORABLE DAVID HAZZARD

Governor, State of Delaware

1832



HONORABLE C. DOUGLASS BUCK
Governor, State of Delaware
1932

Hopokahacking *Indian*

Christinahamn *Swedish*

Altena *Dutch*

Willingtown *English*

WILMINGTON . . *English and American*

*Printz and
Risingh*

brought furs and skins for the purpose of barter, it may be truthfully said also that on the site of Wilmington was the first highway in Delaware used for communications and for trade between the Swedes and the Indians. Thus was established first here in and around the site of Wilmington religious worship, court sessions, farming, trade, and commerce.

Until the coming in 1643 of Johan Printz as Governor, this place remained the center, or if you will, the capital of the colony of New Sweden. From here went forth instructions from the Swedish Governor to other Swedish posts and settlements up the river as far as the Schuylkill and over on the Jersey shore. Johan Printz established his mansion and a fort, as well as a church, on Tinicum Island near Philadelphia. Fort Christina lapsed into a secondary post, and for ten years the soldiers and civilians living at Christinahamn received their laws and instructions from the Governor at Tinicum in the same manner as the Swedish settlers at other points. When Johan Printz returned to Sweden in 1653 and was succeeded by Governor Risingh, in 1654, Fort Christina and Christinahamn again became the little capital of the New Sweden Colony. At the same time Governor Risingh captured the Dutch fort at what is now New Castle, and the Swedish flag floated unvexed for a period of two years over all of Delaware, Western Jersey, and Southeastern Pennsylvania. The eminence of Christinahamn as the capital of this comparatively large area was short-lived, however. Aroused to a pitch of furious retaliation for Risingh's capture of Fort Casimir, Peter Stuyvesant, the Governor of New Netherland, in 1655, supported by a large contribution of money from Amsterdam, raised a comparatively large force of Dutch soldiers and proceeded into the Delaware River on board some seven ships. This expedition quickly captured the Swedish posts and New Sweden as a sovereign power in the Delaware Valley disappeared.

*Peter
Stuyvesant**Important
Trading
Center*

Already it had been proved that the site of Wilmington was the natural trading center, for much peltry had been brought down from the country of the Minquas to Fort Christina, during the regime of the Swedes, and was bought by the Swedish traders with trinkets of various kinds. Moreover, Swedish traders had penetrated the country as far as the Susquehanna and up the Schuylkill and the Delaware, so that Fort Christina was known far and wide among the native inhabitants of the land. When New Sweden was absorbed by New Netherland, the site of Fort Casimir became the important center of the Dutch in the establishment of a trading post and the building of a town. New Amstel, now New Castle, soon had out-distanced Christinahamn, whose name had been changed by the Dutch to Altena. Altena as a trading center declined in importance, and although Swedish and Dutch farmers continued to till the soil in and around the site of Wilmington, the urban character of Christinahamn may be said to have disappeared. This was the case after the territory came under English

New Amstel



Old Bridge over the Brandywine at Market Street built in 1839



The "Bush House," which stood at the present site of Pennsylvania Station

*Old Swedes'
Church*

control through the conquering of New Netherland in 1664 by the Duke of York, and during the early part of the William Penn period, from 1682 until the end of the century, for the reason that New Castle remained the court center, as well as the important trading point.

Although in 1667 the Swedish settlers north and south of the Christina River, as well as on the Jersey shore, built a Swedish Lutheran church at Crane Hook, the present site of the Marine Terminal in Wilmington, it was with the dedication of Old Swedes Church in 1699, the site of Wilming-



House of early Swedish settler, known as the Jonas Stidham House, near 14th and Poplar Streets

ton may be said to have been determined. This church became the social center of the Swedish population living on both sides of the Christina River and across the Delaware in New Jersey. This Swedish Lutheran parish, moreover, held a large tract of land in the very heart of what is now the business section of Wilmington as a glebe for the support of the provost of the parish. Several finely educated priests came over from Sweden, and being able to preach in English, as well as in Swedish, attracted a large number of hearers to "Old Swedes" for two or more generations. When the famous Wilmington Academy was established in 1772, the last of these priests sent from Sweden, namely, Girelius, became president of the board of directors of said academy. From the time, therefore, of the

building of Old Swedes Church one may date the revival of the site of Wilmington as a social, if not as an economic, center.

It was about the year 1730 that a certain Thomas Willing, who had married Catherine Justis, a daughter of one of the Swedish farmers who owned land on the site of Wilmington, decided to lay out a few lots on some of this land at the foot of Market Street along the Christina River. A little village soon sprang up here which came to be known as Willingtown. It extended from Front Street to Second, and in the course of time a market was built at Second Street to accommodate the needs of the inhabitants and to furnish a distributing point for farmers in the vicinity.

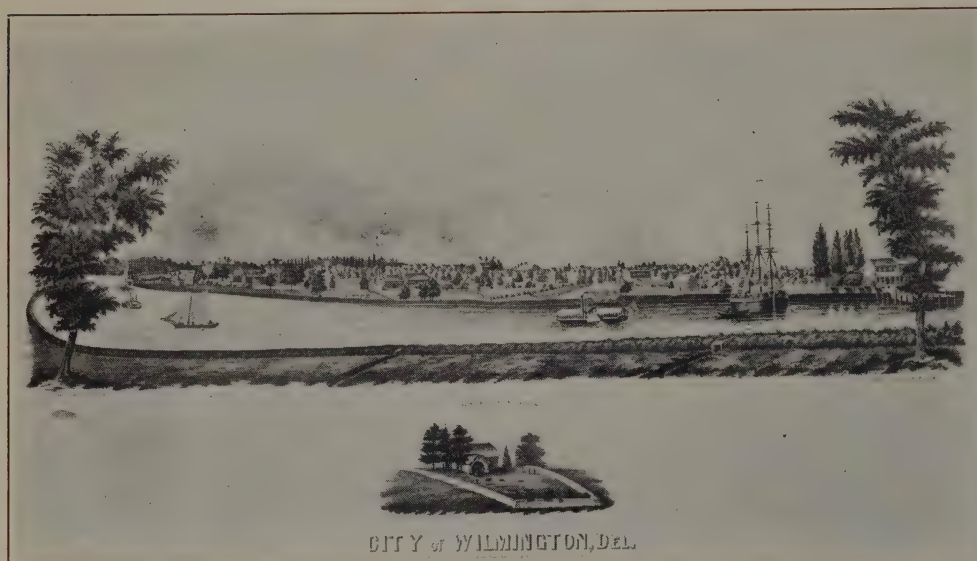
When, in 1735, William Shipley, a Quaker, decided to settle in the vicinity of Willingtown, he bought several tracts of land from Justis and Thomas Willing, the largest being one embraced by the present streets of Second and Fourth, and Market and West. At the corner of Fourth and Shipley the newcomer built a beautiful mansion, and on Fourth Street near Market, he built also a market house. Many Quakers came here, being, no doubt, influenced by Shipley. Among them were the Wests, Canbys, Tatnalls, and others. Very soon opposition arose between the older portion, or the so-called "down-towners," and the newcomers, the Quakers, known as the "up-towners." This was especially due to the fact that the two markets were competing for business. Presently Shipley sent a petition to the Governor of Pennsylvania requesting a charter for a borough, and suggesting that the name of the borough be not Willingtown, but some other. His petition, moreover, requested recognition of the Fourth Street market place, and that a day be fixed when selling should take place. To counteract this, the "down-towners" also petitioned the governor, suggesting that their market was the older, and that one market was sufficient for the community. In support of the Shipley petition, the Vestry of Old Swedes Church sent a petition of their own to the governor, giving their reason for supporting the Shipley proposition as this, namely, that the up-town market at Fourth Street would enhance the value of their lands or the so-called "glebe" of Old Swedes Church. The governor very wisely decided to compromise by issuing a charter which provided for two market days, one to be held on Wednesday and one on Saturday, thus recognizing both markets. To this day the custom of having two markets in Wilmington has prevailed as a result of this decision. The charter also permitted the election of a chief burgess and burgesses. The name which the governor gave the borough was "Wilmington," in honor of one of his friends in England, who had succeeded Walpole for a short period as prime minister, but who had no connection whatever with the borough of Wilmington. The first chief burgess to be elected was William Shipley himself, the inauguration of the new government occurring in 1739. Thus for almost one hundred years Wilmington was a borough, *i. e.*, until the charter

*Thomas
Willing*

*The
Quakers*

*Borough
Charter*

*Named
Wilmington*



1840 View of Wilmington taken from the old ferry at the present site of Third Street Bridge. Here ran an Indian Trail, which later became the Old King's Road.



The Old Green Tree Inn at 22nd and Market Streets, occupied by British Soldiers after the Battle of Brandywine

as a city was granted it by the legislature in 1832. An outstanding chief burgess of the borough previous to the Revolution was Dr. John McKinly, who later became the first president of the State of Delaware.

The growth of the borough was very slow. As a matter of fact, it continued as a small village until the beginning of the nineteenth century. During the whole of the eighteenth century New Castle continued to be the principal urban center, as well as the county seat of New Castle County. It was only in the nineteenth century that Wilmington resumed leadership in the state, and especially after its incorporation in 1832 as a city.

THE CHARTER OF WILMINGTON AS IT APPEARS IN THE ENROLLED BILLS ON DEPOSIT IN THE PUBLIC ARCHIVES AT THE STATE CAPITOL

A Supplement to the Act entitled an Act to alter, and reestablish, the charter of the Borough of Wilmington.

Whereas the corporation of the Borough of Wilmington, has, at the request of the inhabitants thereof, by its memorial, represented that certain alterations in its present charter, as also a change of its name, would be highly conducive to the good government and prosperity of the place.

Section 1. Be it enacted by the Senate and House of Representatives of the State of Delaware in General assembly met, two thirds of each house concurring therein, that, from and after the passage of this act the said Borough of Wilmington shall be called and known by the name of the City of Wilmington.

Section 2d. And be it further enacted by the authority aforesaid, that, the officers of the said city shall consist of two executive officers, who shall be called Mayor, and Alderman, and not as heretofore first, and second Burgess, twelve members of Council, one high Constable, one treasurer, and one assessor, and such other officers, as may be deemed necessary by the corporation, provided that no person shall be capable of serving as Mayor, Alderman, member of Council, High Constable, Treasurer or Assessor, who shall not, at the time of his election, be a citizen of this State, and a resident in the said city; and provided further that

the members of council, and assessor, shall be freeholders in the said City.

Section 3. And be it further enacted by the authority aforesaid, that, the style and name, of the corporation, of the said Borough, shall be changed from that of "the Burgesses and Borough Council of the Borough of Wilmington," to the style and name of "The Mayor and Council of Wilmington," and by that name, they shall be and are hereby made able and capable in law, to have, take purchase, receive, possess, enjoy, and retain, to them and their successors, lands, tenements, hereditaments, goods, chattels and effects, of what kind, nature or quality whatsoever, and the same to sell, grant, demise, alien or dispose of, to sue and be sued, plead and be impleaded, answer and be answered, defend and be defended, in all courts of law and equity, or any other place whatsoever, and also to make, have, and use a common seal, and the same to break alter and renew at their pleasure, and generally to have all the privileges and franchises incident to a corporation or body politic.

Section 4. And be it further enacted by the authority aforesaid that, the members of Council shall be elected, by the citizens by ballot, for the term of three years; immediately after they shall be assembled, in consequence of the first election, they shall be divided into three classes; the seats, of the members of the first class, shall be vacated at the expiration of the first year; of the

The Charter

Sections 1 to 4

The Charter

second class at the expiration of the second year; and of the third class at the expiration of the third year; so that one third may be chosen every year. The treasurer and assessor shall be elected, by ballot, annually, by the citizens, on the first tuesday of October, on which day, also, the members of council shall be elected.—The Mayor shall be elected by the city council, from the body of citizens, on the third tuesday of October, for the term of three years, but may be removed by a vote of two thirds of the whole council, in which case the cause of removal shall be entered on the minutes.—The Alderman shall be elected by the city council, from the body of citizens, on the third tuesday of October, for the term of five years, but may be removed, by a vote of two thirds of the whole council, in which case the cause of removal shall be entered on the minutes. The High Constable, shall be elected, annually, on the third tuesday of October, by the city council.

Section 5. And be it further enacted &c that, the members of council shall constitute, the Legislative body of the said city, and shall be denominated, when, assembled, the city council. The sittings, of the council, shall be public, they shall be the Judges of the election returns, and qualifications, of their own members, and of all others officers of the corporation, they shall choose their president, and other officers, determine the rules of their proceedings, and keep a Journal of the same. Eight members shall constitute a quorum, to do all business, provided, that no ordinance shall pass the council, unless the same shall have the concurrence of a majority of all the members of the city council, and have had, at least two readings, at a previous stated meeting or meetings thereof, nor shall any ordinance be repealed, unless notice shall have been given and entered on the Journal of the council at a stated meeting thereof, that at the next succeeding stated meeting, a motion would be made for the repeal aforesaid.

Section 6. And be it further enacted &c that, all the powers and authorities vested by the act to which this is a supplement or by any other act of the General Assembly of this state, in the present Burgesses, shall be and are hereby vested in the Mayor and Alderman; and all the powers and authorities that are so vested in the first Burgess, shall be and are hereby vested in the Mayor, except, so far as the same may be altered or modified by this act. And it shall be the duty of the Mayor to take care to have the

laws and ordinances faithfully executed, and he shall have the custody of the Seal of the corporation and the right of affixing the same.

Section 7. And be it further enacted &c. that the Mayor, shall have power to take, and certify, under his hand and seal of office, the acknowledgement of all deeds and letters of Attorney, and the private examination of married women, parties to such deeds, in like manner as two Justices of the peace may now do; for which service he shall receive a fee of Seventy five cents, and no more whether there be one or more parties to the deed.

He shall also within the city in like manner as a preacher of the Gospel have authority to solemnize marriages, and shall keep a like register, and receive the same fee, and be subject to the same penalties, as a preacher of the Gospel, according to the act entitled an Act regulating marriage, passed at Dover Feb. 16, 1829.—

Section 8. And be it further enacted &c. that all the powers and authorities vested by the act, to which this is a supplement, or by any other act of the General Assembly of this state, in the present Borough Council, shall be, and are hereby vested in the City Council.

Section 9. And be it further enacted &c. that the City Council shall meet on the first tuesday of November in each year, or within ten days of the same, and estimate and fix the sum and sums of money necessary to be raised, on the persons, and estates in the said city, for the public uses of the ensuing year, and thereupon the President shall issue his precept, countersigned by the clerk of the council, directed to the assessor of the said city, requiring him to act as is provided in the twelfth section of the act to which this is a supplement, and thereupon the like proceedings shall be had, and the like powers are given as are provided in the said twelfth Section; except, that the order to the collector to collect and receive from the persons and estates assessed, the several sums in the said lists mentioned, shall be signed by the Mayor and two of the Council.

Section 10. And be it further enacted &c. that in case of the death, absence, resignation, or refusal to act of the Mayor Alderman, any member of the council, high constable, treasurer or assessor or either or any of them, the members of council who meet shall have the power to make temporary appointments until the next general election, when such vacancies shall be filled, accord-

Sections 4 to 10

ing to the provisions of this act respectively.
Section 11. And be it further enacted &c. that any officer, who shall have been duly elected according to the provisions of this act, and shall neglect, or refuse, to serve as such within the said city, shall forfeit and pay any sum not exceeding fifteen dollars, and the amount of fines accruing hereby shall be recovered, for the use of the city, as other debts of like amount are recoverable in this state. Provided that no person shall be liable to a fine or fines for any two years in succession, for neglect or refusal to serve in any of the offices aforesaid.

Section 12. And be it further enacted &c. that in case it should happen that the election day should pass over without an election being held, or in case of the omission of the execution of any authority delegated by this act, the powers of this corporation shall not cease, but the authority of each and every the officers thereof shall continue until a new election can be legally held.

Section 13. And be it further enacted &c. that all the powers, privileges, rights, or jurisdictions of the corporation, shall remain as heretofore, and also all debts and obligations binding on, or due to, or property or other things of value belonging to the corporation under its former name, shall be equally binding on, or due to, and be the property and right of, and be vested in the said corporation under the name of "The Mayor and council of Wilmington," and so much of the Act to which this is a supplement, and of the Laws of this state, as it regards the said Borough or the said corporation, hereby amended or supplied, and no more, shall be and is hereby repealed, made null and void.

Section 14. And be it further enacted &c. that a special election shall be held for members of council, on the first tuesday of march next, when twelve members shall be chosen, who shall be divided by lot, according to the provision of the fourth section of this act, into three classes.—The seats, of the members of the first class, shall be vacated on the first tuesday of October next,—of the second class, at the expiration of one year from that time, and of the third class, at the expiration of two years from that time.—The term of service of the present members of council, of the Burgesses, and of the High Constable, shall terminate on the said first tuesday of

THE CITY CHARTER.—The Borough Council have called a meeting of the citizens of the Borough this afternoon, at three o'clock, for the purpose of taking into consideration the propriety of adopting or rejecting the amended charter of the Borough. Although no provision is contained in the charter for submitting it to the people, the Council have very properly thought that in a measure of so much importance, as a thorough change of our municipal government, the express sanction of the people should be recorded in its favor. There is little doubt of the acceptance of the charter by a large majority.

Within a few days past, we learn, that some excitement has been got up in certain parts of the County on the subject of this charter; and that deputations have been sent from New Castle to Dover, for the purpose of obtaining either a *repeal* or modification of it. By some means or other, the Levy Court, now in session at New Castle, have been made to partake of this excitement; we learn, that on Tuesday last, that body adopted the following singular resolution:

Resolved further, That a committee of three members of this Court be appointed with instructions to proceed forthwith to Dover and communicate to the Legislature the opinion entertained by this Court in relation to the said act and its consequences, and on behalf of this Court, and the people they represent, to use their best endeavors to procure either the abolishment of the said act of incorporation so far as relates to the Courts established by it, or to have it so modified or altered that the county shall not be charged with the support of said Courts.

We should like to know by what sort of agency the Levy Court was brought to believe, that the expenses of supporting the City Court were to fall upon the county: and further, we should be pleased to learn by what sort of logic their deputation is to convince the Legislature, that it has the power to *abolish* or to *modify* an act of incorporation which has received its solemn and deliberate sanction. These are grave questions which they ought to have weighed thoroughly before the adoption of the resolution we have quoted, and which, if properly understood, might have saved the bootless errand to Dover.

We understand, that the case of Calvin Edison, the "living skelton" was heard before Judge Black of the

Clipping from the Delaware Journal of February 10, 1832

The Charter

March next, and the term of service of the Treasurer and assessor shall be extended to the said first tuesday of October next. The election shall be held as elections have heretofore been, by the same officers, in the same manner, and subject to the same regulations. And immediately after the said election, the said members of council shall proceed to elect a Mayor, an Alderman, a High Constable, and such other officers, as they shall deem necessary to carry into effect the provisions of this act.

The business of the corporation shall be conducted as heretofore, and the same powers, rights, and jurisdictions remain and be exercised by the present officers of the said corporation, until after the said election, when the provisions of this act shall immediately take effect.—The first year of the term of service of the said mayor and Alderman respectively, shall be deemed and taken to expire on the third tuesday of October next.—

Section 15. And be it further enacted, &c. that it shall and may be lawful for the said city council and they are hereby authorized and empowered, when in their discretion they shall deem it right and proper so to do, on the application of five resident freeholders of the said city, to issue their precept to be signed by the President of the said Council, to the commissioner or other person or persons whose duty it shall be to attend to the same, directing and authorizing him or them to cause the footways, and gutters, of any street, lane, or alley of the said city, as applied for, to be paved with bricks or stones as the case may require, and to fix curb stones to prevent the same from being injured by carriages, agreeably to the true regulations of the streets, lanes and alleys of the said city, provided always the owner or owners of the ground, shall have the privilege of paving his, her or their own front or fronts, provided it be completed within twenty days from the day of fixing the curb stone, and notice thereof given to such owner or owners, in case such owner or owners reside within the said city, by the said commissioner or other person or persons authorized to pave as aforesaid, by writing under his or their hands, either by personal service or the same being left at the dwelling house of such owner or owners, but the curb stones shall in all cases be furnished and fixed by the said commissioner or other person or persons authorized as aforesaid, and provided further that no person or persons shall be obliged to pave any footway to a greater

breadth than five feet, from the curb stone, in front of any lot whereon a dwelling house shall not be erected, but the rest of the space to the building line shall be covered with gravel, to the depth of at least six inches and levelled in conformity with the part that is paved.

Section 16. And be it further enacted &c. that the said commissioner, or other person or persons, authorized to pave as aforesaid, shall when the work is done, present a bill of the expenses, whether it be of the furnishing and fixing the curb stone alone, or of the furnishing and fixing the curb stone and paving as the case may be, to the owner or owners according to their respective proportions, and in case the said owner or owners shall not within thirty days after the presentation of the bill as aforesaid, pay the amount of the same to the said commissioner or other person or persons authorized as aforesaid; it shall and may be lawful for the Mayor of the said city to issue execution for the same, in the name of the said commissioner or other person or persons authorized as aforesaid, to be levied on the goods and chattels of the said owner or owners, but if no goods or chattels of the said owner or owners can be found to satisfy the debt and costs within the said city, then to be levied on the grounds or buildings of the said owner or owners for which the said expenses were incurred, which said grounds or buildings shall be sold at public auction for the shortest space of time in which the rents and profits will satisfy the debt and costs; provided always that there shall be but one charge for furnishing and fixing the curb stone as aforesaid, but that all subsequent expenses, of resetting the curb stone, unless the same shall be occasioned by some default of the owner or owners of the ground, shall be born and paid for by the said corporation.—The fifth and sixth sections of the act passed in one thousand and seven hundred and ninety nine entitled "an Act for the better regulation of the Borough of Wilmington" hereby supplied, are repealed made null and void.—

Section 17. And be it further enacted &c. that the Mayor and Alderman and President of the city council or any two of them, shall have full power and authority and they are hereby vested with full power and authority, to enquire of, hear, try, and determine agreeably to the laws and constitution of this state, all larcenies, assaults and batteries, riots, routs, and unlawful assemblies, nuisances, and other offences, which

Sections 14 to 17

The Charter

have been committed or shall be committed within the said city, and to punish all persons, who shall be convicted of the same offences or any of them, agreeably to the laws of this state, and also to enquire of, hear, try, and determine all offences which shall be committed within the said city, against any of the laws, ordinances, regulations, or constitutions of the said city, and to punish the offender and offenders, as by the said laws, ordinances, regulations, or constitutions, shall be prescribed or directed; and also to impose fines on jurymen and others according to law, and to levy the same, and to award process, take recognizances for keeping of the peace, for being of good behaviour, and for appearance, or otherwise, or to commit to prison as occasion shall lawfully require, without being accountable to the state, for any fines or amercements to be imposed for the said offences or any of them, except such as are or shall be by law made payable into the state treasury, for offences against the state; and for the purposes aforesaid the said Mayor, and Alderman, and President of the city council, or any two of them, shall have full power and authority, and they are hereby vested with full power and authority, to hold and keep a court of record within the said city, four times in each year to be regulated by ordinance of the said city council by the name and style and title of the Mayor's court for the city of Wilmington, for the enquiring, hearing, trying, and determining of the pleas and matters aforesaid, and for the punishing of those who shall be guilty thereof, and for the causing of all encroachments in the streets of the said city, and all nuisances to be removed; and for the punishing the offenders as the law and usage shall in such case require, and for the doing and performing all such other matters and things as are in and by this act made cognizable in the said court.—The court of General Sessions of the Peace and Gaol delivery shall not have jurisdiction of any of the matters hereby made cognizable in the said Mayor's court.—

Section 18. And be it further enacted &c. that the said Mayor's court shall have full power and authority, to examine, correct, and punish the contempts, omissions, neglects, favors, corruptions, and defaults of all or any of the justices of the peace, sheriffs, coroners, clerks, or other officers, and also shall award process for levying all such fines forfeitures and amercements, as shall be taxed, imposed, or set in the said Mayor's

court or estreated there; and generally shall administer justice and exercise the jurisdictions and powers hereby granted concerning all and singular the premises as fully and amply as the court of General Sessions of the peace and gaol delivery may do by the amended constitution.—

Section 19. And be it further enacted &c. that the said Mayor's court shall have full power and authority, to enquire of, hear, try, and finally determine, all those criminal matters enumerated in the fifteenth section of the sixth article of the amended constitution, without indictment by Grand Jury, and with or without trial by Petit Jury as shall be provided by the ordinances of the said city.—

Section 20. And be it further enacted &c. that if any person or persons shall find him, her, or themselves aggrieved, by any judgment of the said Mayor's court, it shall and may be lawful for the party or parties so aggrieved, to sue out, and obtain, his, her, or their writ or writs of error, which shall be granted of course, in like manner as other writs of error are granted and made returnable in the Superior court of this state for New-Castle County, and shall be proceeded in under the same rules and regulations. Provided always that when any writ of error shall be granted upon any judgement to be given in the said Mayor's court; the said Mayor, and Alderman, and President of the city council, and their successors, shall not be compelled, thereby, or by any other writ or writs to them directed, to remove, send, or certify into the said Superior Court or elsewhere any of the indictments or presentments, but only the tenors or transcripts thereof, and of the records touching and concerning the same, and of the proceedings thereon under their common seal, and after such judgments shall be reversed, or affirmed, it shall and may be lawful for the said Mayor and Alderman and President of the city council or any two of them and their successors to proceed to execution or otherwise as shall, according to law, appertain.—

Section 21. And be it further enacted &c. that, the said Mayor and Alderman and President of the City Council shall constitute a court of record within the said City, by the name and style of the city court, any two of whom may hold the said court, which shall have jurisdiction in all cases of assumpsit, debt covenant, trover, replevin, and trespass vi et armis, where the cause of action shall arise within the said city or the parties or the defendant shall reside within

Sections 17 to 21

The Charter

its limits.—Provided always that if in an action, of trespass quare clausum fregit, the defendant shall plead, that the place, wherein the trespass is alleged, is his freehold or the freehold of a person under whom he claims, and pray, that the cause shall be removed to the Superior Court for New-Castle County, and shall by himself, his agent, or attorney, be bound in recognizance before the clerk of the said city court, with one or more sureties to be approved by the court, in such sum as the said city court shall order, that the damages and costs which the plaintiff shall recover in the said Superior Court shall be satisfied; the said city court shall thereupon without delay certify the record of the said action to the said Superior Court, and the said Superior Court shall receive the same, and hear, and determine the cause, in the same manner as if the said cause had been originally commenced there, and by the usual process. The docketing, of the cause in the said Superior Court, shall imply the appearance of the parties and be a sufficient entry of such appearance.—

Section 22. And be it further enacted &c. that the said city court, touching all the matters concerning or within its jurisdiction, shall have all the powers and authorities which are vested by the amended constitution in the Superior Court.—Provided always, that its judgments, shall not be liens on real property, until they shall have been certified to, and recorded by the clerk of the Superior Court for New-Castle County, who shall, upon a transcript of the judgment under the seal of the said city court, docket the same among the judgments of the said Superior Court, and file the certificate among the records of the court; which judgment so docketed shall have the same force and effect as other judgments in the said Superior Court and process shall issue upon them in like manner.—And provided further that it shall not be lawful to levy upon any real property or sell the same by virtue of any execution or executions issuing out of the said city court.—

Section 23. And be it further enacted &c. that writs of error may be issued by the said Superior Court for New-Castle County, to the said city court, which, shall be prosecuted as in other cases; and an appeal shall be allowed to the said Superior Court for New-Castle County in all cases, which, shall be a supersedeas to execution, provided the party appellant, within twenty days after judgment rendered, shall by himself, his agent, or attorney, with one or more suffi-

cient sureties, be bound in recognizance, before the clerk of the said Superior Court, the condition of which shall be, that the said appeal shall be prosecuted with effect, and also that any judgment, that shall be rendered against the said appellant his executors, or administrators, upon such appeal, shall be satisfied.—

Section 24. And be it further enacted &c. that the city council shall, on the first monday of february, in each and every year, select from the list of taxable inhabitants of the said city, the names of a sufficient number, of intelligent, sober, and judicious citizens, lawful men of fair character, to serve as jurors at the several courts to be held in the said city, for that year; and they shall write or cause to be written the name, of each person so selected, on a small piece of paper, which papers shall be as nearly alike in size and shape as may be, and shall be so folded as that the names thereon shall not appear without unfolding thereof, and they shall put all the papers so folded into a wheel or box provided for the purpose; and ten days before every term of the said city court, or of the said Mayors court, it shall be the duty of the clerk of the said court, together with a member of the said city council, to draw from the said wheel or box, having first turned the same so as to mingle the papers, the names of thirty six persons to serve as jurymen at, the ensuing term, who shall be summoned five days before the first day of the term, and returned to serve as jurymen during that term, in case a writ or writs of venire shall issue for that purpose in any cause, and the names of jurors to serve in each cause shall be drawn in like manner by the clerk of the said court from those so summoned and returned; Provided always that no person shall be obliged to serve more than one term in the year. The said clerk of the court, and member of council, shall, at the time of making the first drawing for jurymen, in each year in the first instance, draw from the said wheel in manner aforesaid the names of twenty three persons, to serve as grand jurymen throughout the year who shall, in all cases, be summoned, and returned, to serve as grand jurymen, in that year, and shall receive five days notice previous to the day of appearance.

Section 25. And be it further enacted &c. that the said city court, shall hold four terms in the course of the year; one to begin on the first monday of March; the second on the first monday of June; the third on the first monday of September; and the fourth on the

first monday of December; and shall have full power and authority and are hereby enjoined, to hold adjourned courts whenever the state of business shall require it, and also to make such regulations, in relation to the practice, and pleadings in the said court, as may most facilitate the progress of Justice.

Section 26. And be it further enacted &c. that the Clerk of the city council shall act as clerk of the said Mayor's Court, and also of the said City Court and shall have the care and preservation of the records of the same. Provided always that it shall be in the power of the said City Council to make any other appointment to those offices or either of them.

Section 27. And be it further enacted by &c. that, the fee, for the service of a jurymen within the limits of the said City, shall be fifty cents per day, provided that no person shall be summoned to serve as jurymen in the said Mayors Court or in the said City court but inhabitants of the said City; the fee for the service of Witnesses in attending the said courts, or either of them, provided the witness is an inhabitant of the said City, shall be twenty five cents. In all other cases, and for all other services, the fees shall be the same as are provided by the General fee bill of the state.

Section 28. And be it further enacted &c. that from and after the passage of this act, the said city shall be deemed and taken to be a separate and distinct hundred from Christiana hundred so far as respects the expenses and charges for opening and making public roads, and of repairing and keeping the same in good order, but each division shall hereafter bear the expenses and charges for such purposes within its own limits.

Section 29. And be it enacted by the authority aforesaid, that the city council shall, within one month after the passing of this act, procure seals of silver, steel, brass, or copper to be made of the diameter of one inch at least, and cause the same to be engraved with the arms of the state of Delaware or such other device, as they may think proper, and a motto or inscription, to describe the court to which such seals belong, which shall respectively be the seals of the said Mayor's Court, and the said City court, and the said city council shall in like manner cause a seal as aforesaid, to be engraved with such device as they shall think proper with a motto or inscription, to describe the office to which such seal belongs and which shall be the seal of the Mayors office.

Section 30. Be it further enacted by the authority aforesaid, that for as much as the duty prescribed to the said City Council by the 24 Section of this act in relation to the selection of jurors cannot be performed in this year at the time therein limited, therefore be it enacted, that the said city council shall perform the duty prescribed by the said 24 Section, for this year, on the first monday of May next.

Section 31. Be it enacted by the Authority aforesaid that the solicitor of the said corporation for the time being shall be ex officio the prosecuting officer in the said Mayors Court, provided always that the Attorney General of the state shall have the right of prosecuting in person or by his deputy.

The fee in every prosecution whether it be by indictment or information, or otherwise, shall be, three dollars and no more and no other fee or fees shall be allowed for services in relation to such prosecution.

Section 32. And be it further enacted &c. that, this act shall be deemed and taken to be a public act, and shall be judicially taken notice of as such, by all Judges and Justices and all other persons whatsoever, without the same being specially pleaded: And every matter and thing herein contained, shall be construed and taken most favorably and beneficially for the said corporation.—

THOMAS DAVIS
Speaker of the House
of Representatives
JAMES P. LOFLAND.
Speaker of the Senate.

Passed at Dover
January 18. 1832.

The Charter

Sections 25 to 32



Court House standing on the site of Rodney Square

MINUTES FIRST MEETING OF CITY COUNCIL

City Hall, Wednesday evening
March 7, 1832.

The City Council elect convened agreeably to the requisition of the Charter.

Present

THOMAS YOUNG	JOHN CLELAND
WM. TOWNSEND	THOMAS HAWKINS
BENJM. BOULDEN	JOHN GORDON
ALLEN THOMSON	ROBERT PORTER
LEA PUSEY	WM. CHANDLER
JAMES CANBY	WM. P. BROBSON

Resolved, that the Council go into an election for Chairman, and Secretary pro. Tem.

Whereupon, Lea Pusey, was elected Chairman and Wm. H. Naff Secretary pro: tem:

Resolved, that the returns of the election be now examined.

Whereupon, the returns being read and examined it appeared that the following persons were elected members of the City Council, to wit:

	VOTES
THOMAS YOUNG	420
BENJAMIN BOULDEN	388
WILLIAM TOWNSEND	406



Old Clayton House, 5th and Market Streets

ALLEN THOMSON	371
LEA PUSEY	371
JAMES CANBY	353
JOHN CLELAND	322
THOMAS HAWKINS	318
JOHN GORDON	314
ROBERT PORTER	296
WILLIAM CHANDLER	267
WILLIAM P. BROBSON	265

Resolved, that Thomas M'Dowell Esq a Justice of the Peace of New Castle County be requested to attend for the purpose of qualifying the members

Whereupon, Thomas M'Dowell being introduced each and every of the members was qualified accordingly

Resolved, that the council go into an election for

President of the Council,

Whereupon, Lea Pusey having received a majority of the whole number of Votes was declared duly elected.

Resolved, that the Council go into an election for Clerk of the City Council,

Whereupon, Charles T. Grubb having received a majority of the whole number of votes, was declared duly elected: and was accordingly qualified and took his seat,

Resolved. That the Council proceed to the classification of its members,

Whereupon, The following allotment was made,

Members whose term of office expires on the first Tuesday of October 1832, are

BENJAMIN BOULDEN	JAMES CANBY
WILLIAM P. BROBSON	WILLIAM CHANDLER

Members, whose term of office expires on the first Tuesday of October eighteen hundred and thirty-three are

ROBERT PORTER	WILLIAM TOWNSEND
JOHN GORDON	JOHN CLELAND

Members whose term of Office expires on the first Tuesday of October eighteen hundred and thirty-four, are

LEA PUSEY	THOMAS YOUNG
THOMAS HAWKINS	ALLEN THOMSON

Resolved, That the Council go into an election for Mayor of the City of Wilmington,

Whereupon, Richard H. Bayard having received a majority of the whole number of Votes was declared duly elected,

On Motion, Messrs Gordon and Canby were appointed a committee to wait on the Mayor elect, and inform him of his election,

On Motion, Adjourned to meet to-morrow evening at Seven, o'Clock.

CHAS: T. GRUBB Clk City Council

NEWS OF THE CITY CHARTER AS PRINTED BY THE DELAWARE JOURNAL IN 1832

THE DELAWARE JOURNAL
February 14, 1832, Issue

TOWN MEETING—The meeting on Friday last, to take into consideration the City Charter, was unusually large, and the vote of the meeting was almost unanimously for an acceptance of the Charter. There was but a single nay against it. For further particulars we refer to the proceedings.

THE DELAWARE JOURNAL
February 21, 1832, Issue

The citizens of the Borough are aware, that a supplement to The City Charter was passed at the late Session of the Legislature containing some provisions which are decreed objectionable. We understand that a copy of the Supplement is in town. Would it not be proper to submit it to a Town Meeting, for the purpose of taking the sense of the people in reference to it, and of deciding whether it shall be accepted as a part of the City Charter.

THE DELAWARE JOURNAL
February 28, 1832, Issue

THE ELECTION—Our citizens will bear in mind that on Tuesday next, the election for city officers takes place.

THE DELAWARE JOURNAL
March 9, 1832, Issue

CITY ELECTION

The election for members of The City Council under the new charter was held on Tuesday last. The following persons were chosen:

THOMAS YOUNG
ROBERT PORTER
ALLAN THOMSON
JOHN CLELAND
BENJAMIN BOULDEN
WILLIAM P. BROBSON
WILLIAM TOWNSEND
JAMES CANBY
THOMAS HAWKINS
JOHN GORDON
LEA PUSEY
WILLIAM CHANDLER

The members elect of The City Council, convened on Wednesday evening and organized. Lea Pusey was elected President of The Council, and Charles T. Grubb, clerk. The members were then classed by lot as follows:

For the term ending the first Tuesday of October, 1832: Benjamin Boulden, William P. Brobson, James Canby, and William Chandler;

For the term ending the first Tuesday of October, 1833: John Gordon, William Townsend, Robert Porter, and John Cleland;

For the term ending the first Tuesday of October, 1834: Allan Thomson, Thomas Young, Thomas Hawkins, and Lea Pusey.

Richard H. Bayard was chosen Mayor; and The Council adjourned to 7 o'clock on Thursday evening.



Map of the Borough of Wilmington about 1832



Bird's-eye view of the city as it appeared in 1865

A LETTER FROM LEA PUSEY, FIRST PRESIDENT OF CITY COUNCIL, TO A FRIEND IN HARRISBURG

Wilmington, Del. Jan'y 16th 1832.

*William Jackson Junr
Esteemed Friend.*

I am not in the way of hearing much of Pennsylvania politics, nor of the proceedings of your Legislature, yet as our respective states join each other, their interests will be more or less blended in local affairs; You are doubtless aware that a bill is before the Assembly of this state to incorporate a company for making a Rail road from the state line near Naaman's Creek, through this state to the Maryland line in a direction towards Baltimore, forming a link in the whole route from Philad. to Balt.

Railroads

There is no doubt but this bill will pass; but neither it nor the act of your Legislature of last winter, for the easterly end of the whole scheme, will avail much unless it be followed up by Maryland; It seems that Governor Wolf has recommended granting the application of the Baltimoreans for their Susquehanna Rail road; and I suppose, should the Legislature accede thereto, they will not omit annexing a condition that a law for the road first above mentioned shall be granted by Maryland; The object of this letter is to request thee will devote a few minutes to give me information on the subject of Rail road business come or coming before you, not forgetting the Wilmington and Downingtown scheme; On that particular subject I have heard no more than that Petitions were presented; Our Downingtown friends are remarkably silent, or for some reason we do not hear from them:—

An act has passed our Assembly Incorporating a Savings fund institution in this place, and a bill has passed the house and pending in Senate granting to this Borough, a City Charter; this last project some of our citizens think we may live long enough to repent of—the only fear, however, seems to be of the additional expense, but it is only to provide against high Salaries to do away that objection, the number of Officers will not be increased, and the Salary of the Mayor is limited to \$200.—That officer is to have authority to solemnise Marriages, which hitherto in this state, could only be done in religious Societies of by the Revds.—

*Savings Fund
Society*

City Charter

Respectfully thy friend

Lea Pusey

Wilmington a Village

INDUSTRY

SUPPOSE we were able to witness a moving picture, with sound, of Wilmington as it was in 1832, when the "Borough of Wilmington" came of age and was granted a charter as a full-fledged "city."

The picture we would see would be of a quiet, pastoral village sprawling in the sun alongside the Christiana, with very little indeed of the clanging and roaring and whirring of industrial wheels that we have since accepted as the inseparable companion of progress.

We should perhaps see little knots of men, clad in the picturesque costumes of the day, clustered about the inevitable taverns, bearing such quaint names as the Indian Queen, the Black Bear and Monumental Inn, discussing the vital political intelligence of the day. We should, if the day were Wednesday or Saturday, witness haggling and bartering over produce at the old Fourth Street or Second Street Markets. And we might be so fortunate as to be let in on one of the most exciting events of the times—the arrival or departure of one of the Bush Packet Line boats that plied between this port and Philadelphia.

But for the "sound effects," dear to the hearts of present-day movie-going audiences, where should we turn? The railroad, with its snorting "iron horse," had not yet arrived, although a charter for one of these new-fangled contraptions had been granted at the same session of the State Legislature which voted Wilmington's city charter. There were, of course, no screeching street trolleys, run by the invisible magic of electricity; there were no honking automobiles, nor compressed-air drills rat-atat-tat-ing on steel girders, nor giant air liners roaring overhead; the tread of many feet on cement sidewalks was not to be heard, nor was the strident clashing of steel on steel in great, dim, factory buildings, belching smoke from towering chimneys.

If one should have to select the characteristic "sound effect" of the day, it would perhaps be the complacent moo of a cow, wading contentedly in the marshes along the banks of the Christiana.

But wait! Over the hill comes the first of a long caravan of heavy-tired wagons—covered wagons they are, drawn by teams of six and eight horses. Hear the tinkling bells, hung on the horses to prevent collisions in narrow by-passes! It is one of the Conestoga trains, forerunner of the Western prairie schooners. This is one of Wilmington's first avenues of commerce. The other lies riding the gentle tide in the mouth of the Christiana—ships that bring in glamorous things from the tropics, ships that take on cargoes of Wilmington-made



Lea Mills on the Brandywine at Market Street

Early Industries

flour, barrels and casks, bolts of cotton and great rolls of paper, and, doubtless a number of kegs of duPont powder. The ship itself probably was made in Wilmington!

So we see that there *WAS* some industry being carried on here 100 years ago. Not on the modern scale, to be sure, but great with significance for the things that were to come. Most of the flour mills, as well as coopering shops, paper-making and cotton-weaving establishments, were strung along the banks of the Brandywine, where they could partake of the life-giving water power. And these projects were quite a jog from the corporate limits of the borough at that time. Wilmington in 1832 was but a village of less than 7,000 souls, "straggling along the side of a hill."

Shipbuilding, though, was flourishing along the Christiana. That had started as long ago as 1640 when the first ship for foreign trade, the brig "Wilmington," was constructed. Wooden boats they were, of course. But these establishments, too, meant great things for Wilmington. The town was yet to grow up and absorb even a good many of the factories along the Brandywine.

Indeed, look at the duPont Powder Works. At first they were four miles from Wilmington—little stone structures with flimsy roofs that could blow off easily in an explosion, built hard-by the beautiful Brandywine by a young Frenchman, Eleuthere Irenee duPont de Nemours. The Eleutherian mills, they called them, established in 1802. But duPont gradually was creeping down stream. As early as 1812 the Upper Hagley Mills were built. Then, in 1828, the Lower Hagley works. And eventually, figuratively speaking, the duPonts took off their overalls and moved right into town. Gone are those historic mills today, but in their place stands a giant industrial structure, with its industrial arms reaching across many seas, and with its heart at Tenth and Market Streets.

But we are getting a little ahead of our picture. Let us move the camera up just a few years and "shoot" the coming of the railroads. Let us choose the Fourth of July in 1837, for that is the date that the Western section of the Philadelphia, Wilmington, and Baltimore, extending from



First powder mill in America, situated on the Brandywine



First office of E. I. duPont de Nemours and Company



VIEWS IN AND ABOUT WILMINGTON, DEL.

here to Perryville, Maryland, on the Susquehanna, opened for business. The Eastern section, running from Wilmington to Philadelphia, was not dedicated until early the following year.

But the first advent of the "iron highway" was portentous news for the Wilmington that was to come. In the 17 years following this event, the city's population skyrocketed to 18,000. That doesn't seem like many human beings to us now, who are accustomed to rolling million-figures glibly off our tongues, but it was an increase of more than 125 per cent in a short span of time.

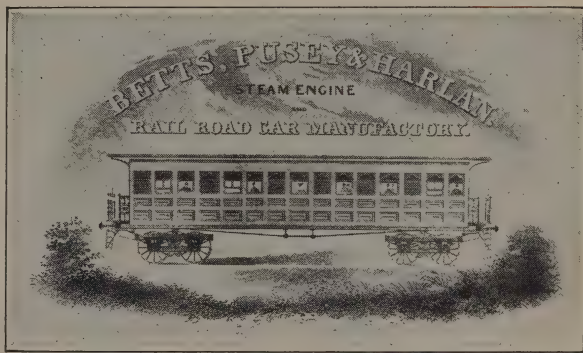
The coming of steam pushed the local center of manufacturing from the Brandywine to tide-water on the Christiana. Here industries could take advantage of a rail and water hook-up. The horizon of local business was extended from the Eastern seaboard. Raw materials rolled in from the fruitful corners of the nation—they came by rail and water and by Conestoga wagon, for these trains lasted long past the advent of the railroads—and they sailed out as finished goods to far-off lands beyond the sunset.

Wilmington's rise during the next era was nothing short of phenomenal. She became one of the most important ports along the shores of the Atlantic. Her paper and paper-making machine industry, founded by Joshua and Thomas Gilpin, sent its products to England, Scotland, Prussia, Switzerland, Russia, Japan, many countries. . . . Her leather industry, especially Morocco, mushroomed. She became one of the chief carriage manufacturing centers of America. Her shipbuilding industry turned out the boasts of the sea. Her powder business flourished to an astonishing degree. Cotton weaving and finishing emerged from the handicraft stage and went Big Business. And this industrial snowball, as it rolled along, gathered many more incidental industries which in themselves grew and prospered.

Unlike a snowball, however, this cumulative industrial creation did not vanish. All the industries mentioned are highly important to Wilmington today, with the exception of carriage building. The largest and finest paper-making machines ever built, it is agreed, are constructed in the shops of Pusey and Jones; and Jessup and Moore and Curtis Bros. & Co., are leaders in their field of paper-making. Wilmington is a center for leather manufacturing, with more than a dozen large concerns. Some important marine tonnage is built here, not to mention yachts that rank among the most luxurious in the world. And the city, with the powder companies and others, such as the paper and leather firms, has become one of the outstanding leaders in the vast field of chemical products and in the accomplishments of modern chemistry.

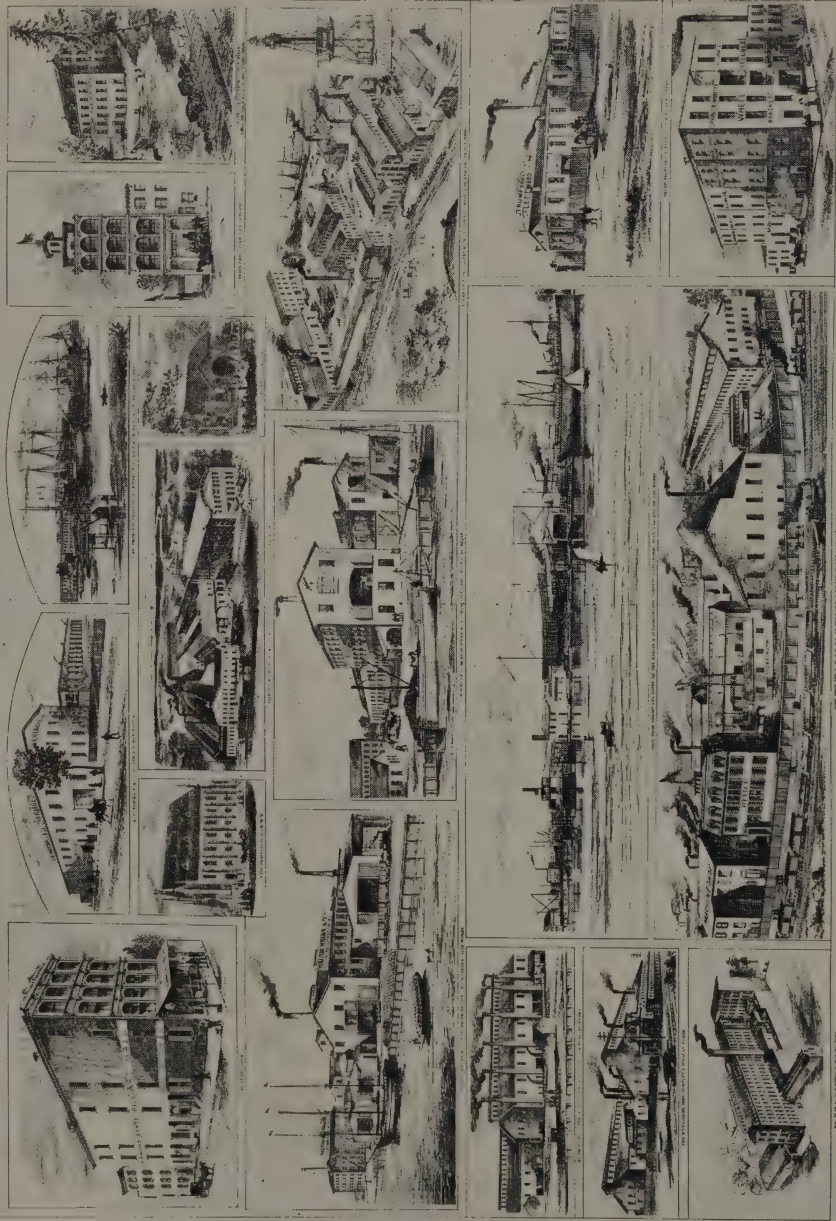
The making of iron and iron products, with its allied activities of machine and tool making, also grew and did "exceeding well." The Diamond State Iron Company, biggest in the local field, had been established early on the site of an old Swedish

Industrial Development



One of the first railroad cars built, constructed in Wilmington

THE DAILY GRAPHIC NEW YORK, THURSDAY, SEPTEMBER 11, 1877.



LEADING INDUSTRIAL ESTABLISHMENTS OF WILMINGTON, DELAWARE.

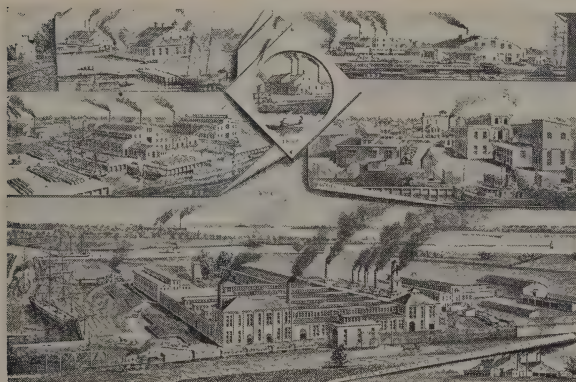
Inside spread of a special section of the New York Graphic, showing views of Wilmington in 1877

1971303

tavern and ferry landing near the site of Third Street Bridge. One of the earliest of the machine shops was Hollingsworth and Teas, which produced everything from stove lids to steamboats. The firm of Betts, Pusey, Jones and Seal, ancestor of today's Pusey and Jones, established its first plant in the warehouse of the Wilmington Whaling Company.

The Harlan and Hollingsworth Co., which had been established in 1836 at Front and Tatnall Streets, possessed the first iron ship building yard in the United States, it is asserted by historians. The "Bangor," first seagoing iron-propellor steamer constructed in this country, was launched here in May, 1844.

*The
"Bangor"*



Industrial plants, 1836 to 1887



Trump Brothers Machine Company

The Lobdell Car-Wheel Company, established in 1836, is the oldest concern producing this item of railroad equipment in the United States. The Jackson and Sharp Company first built fruit cars to move the Delaware peach crop, later constructing large numbers of passenger cars and ships. Other important car builders were the Pullman Palace Car Co., the shops of the Philadelphia, Wilmington and Baltimore Railroad, and, later, the American Car and Foundry Company and others.

Another industry which has been of great importance in Wilmington, and one which had its beginning here, is the manufacture of vulcanized fibre.

Invented in 1872 and patented in 1873, it was manufactured first in a small way in Wilmington, under a charter granted in New York the latter year. William Courtenay was president and treasurer. In 1875 the Vulcanized Fibre Company was incorporated under the laws of Delaware, with Mr. Courtenay president, and Clement B. Smith, treasurer. Three years later Caesar A. Rodney became president, with the inventor of the process, Frank Taylor, an Englishman, secretary and treasurer. These early manufacturers had rather unusual ideas as to the ultimate application of their product, while they did not even guess many of the uses to which it is now put, or the magnitude of the business that would develop from the process. With the ever-increasing demand for vulcanized fibre the industry grew and spread to many parts of the country, and today Wilmington is an important center for its manufacture.

Other enterprises, some of which came onto the scene somewhat later, but which

*Fibre
Industry*

have left their impress upon Wilmington's industrial character, include the Betts Machine Co., 1860; Remington Machine Co., 1872; G. W. Baker and Co., 1870; Trump Bros. Machine Co., 1873; the J. Morton Poole Company, manufacturers of machinery for grinding flour, making paper, cloth, sheet rubber, etc., which evolved from a small machine shop established where the Bancroft Mills now are as early as 1839; the Wilmington Malleable Iron Company, 1881; Hare and Morgan Co. began in 1850; Seidel and Hastings Company, 1845; McCullough Iron Company, 1875; Hilles and Jones Machine Tool Works, which, previous to 1845 was the Robert H. Barr and Company; Gawthrop and Bros., and many more.



Crew of the "Lucy Ann, of Wilmington, Del.," taking whale in South Atlantic Ocean

Whaling

Hundreds of other industries and businesses have sprung up and remained—far too numerous to mention. But it is interesting to return to one nearly overlooked in the quick panorama of modern business progress. That was the ancient and honorable pursuit of whaling.

Few Wilmingtonians seem to realize the fact, but whaling was really an important industry here at one time. The Wilmington Whaling Company was organized in 1833, just a year after the town became a city. The demand for sperm and whale oil was very great and the profits extremely attractive. By 1835 the concern was

operating on a capitalization of \$300,000, and utilizing a whole fleet of whaling vessels. But the whaling industry declined within the next few years and the company went out of business in 1846.

The great growth of industry during these years had its parallel in the development of the railroads. The Philadelphia, Wilmington and Baltimore laid tracks almost completely around the city; the Wilmington and Northern Railroad Company was established in 1870; in 1877 the Baltimore and Philadelphia absorbed the Delaware and Western, which had opened for business in 1866; the Baltimore and Ohio came into the field before 1890, and the Wilmington City Railway was started in 1865.

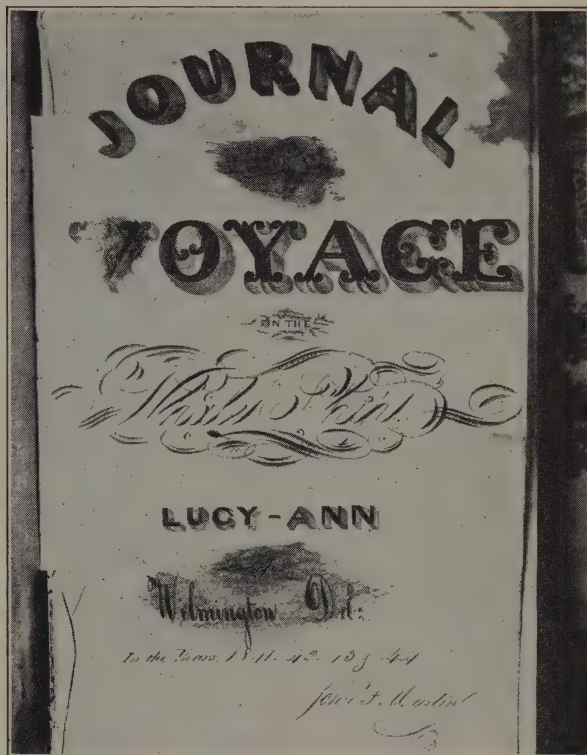
Naturally, this great expansion in the commercial and industrial affairs of the city and in its facilities for transportation, was reflected in a rapidly ascending rate of population. The following statistics show that while Wilmington's growth in the number of people who call the First City "home," was rapid, it was nevertheless a healthy one, with no set-backs or booms gone wrong:

1830.....	6,628	1888.....	56,188
1840.....	8,452	1890.....	61,431
1845.....	10,639	1900.....	76,508
1850.....	13,979	1910.....	87,411
1860.....	21,258	1920.....	110,168
1870.....	30,841	1930.....	106,597
1880.....	42,499		

How the picture has changed in the century since Wilmington "attained its majority" and was given a document to prove it was a city! The sleepy village of 1832 has become the bustling city of 1932. Here are industries to which literally hundreds of thousands of people in many lands look for the necessities and comfort of life and business. Here are financial interests which play a ruling hand in many a project of national and international scope.

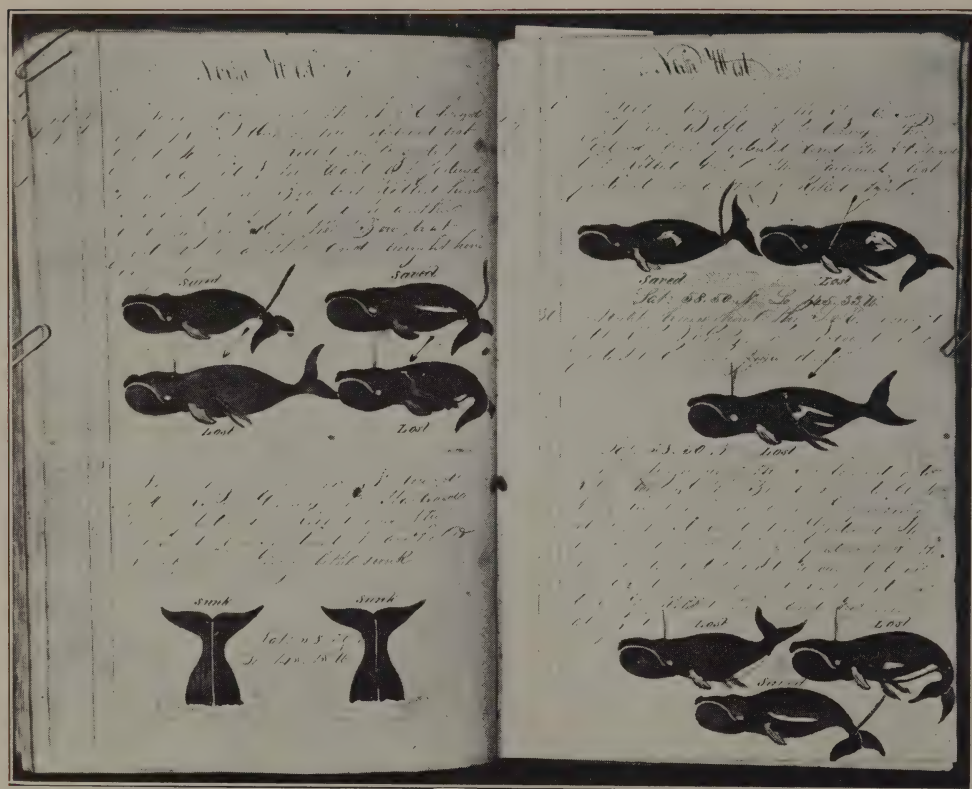
Not only the whole outward aspect, the physical appearance, of the community has changed; its way of living and doing and looking at things has been transformed. No one can accurately sketch the influence of the new forms of transportation—high-speed railroads, some of them electrified; automobiles, trucks, and busses; airplanes, with their airport nearby; longer, faster, larger steamships, with the huge Municipal Marine Terminal. No one can properly describe the transformation wrought by our progression into an era when speed is the cry, mass production the demand, machinery at once the slave and tyrant of mankind.

Railroads

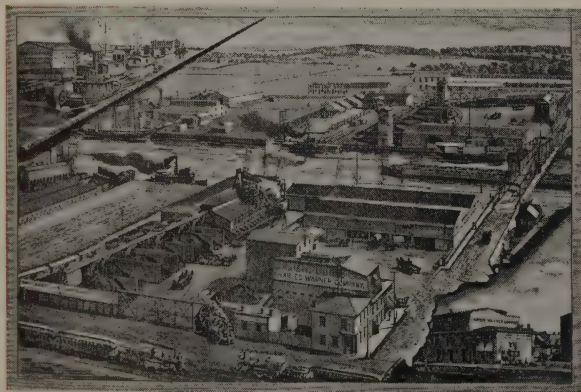


Title page of a journal written and illustrated by John F. Martin, first mate of the whale ship "Lucy Ann"

Population 1830-1930



Pages from John Martin's Journal



Charles Warner Company

Hilles and Jones Company





First section of DuPont Building—July 4, 1907

TRANSPORTATION

THE growth of Wilmington is practically synonymous with the development of transportation and commerce in this country. Long before the days of steam and electricity practically all the kinds of carriers known to man carried goods and people to and from the hamlet that later developed into the city of Wilmington, and the development of transportation in this section has been steady and rapid.

From early times up to the 1830's stage coaches and Conestoga wagons were the chief means of transportation used. Private individuals made extensive use of carriages and horseback, sleighs and sleds, and persons from New Jersey often rowed or sailed small boats to this side of the river to trade or attend church and meetings. It is said that the Jerseyites would row their boats at high tide right up to the walls of Old Swedes churchyard and there tie them up while they attended the services, waiting for the next high tide for their return trip. The Bush Line, which was established in 1774, ran boats between Wilmington and Philadelphia from that date through the 19th century and up to within a few years ago. Another packet line that operated for years was Warner's Philadelphia and Wilmington Propeller Line, established in 1776.

*By Boat to
Old Swedes*



Old Passenger Station of the P., W. & B. R. R. Company, N. W. Corner of Water and Walnut Streets

In 1832 the same meeting of the Legislature which gave the charter to the city of Wilmington, chartered the Philadelphia, Wilmington and Baltimore Railroad Company, and in 1837 the branch of this line running from Wilmington to Perryville, Md., was opened, thus revolutionizing transportation in this area. The next year the section from Wilmington to Philadelphia was opened, and in a short time the Conestoga wagons found the competition too great for them and they disappeared



Passenger depot of the P. W. & B. R. R.

from Wilmington. In 1846 the Pony Express made its appearance. This consisted of an organization of horsemen, with regular relay stations, who carried news between Philadelphia and Washington, making the important stops on the route, such as Wilmington and Baltimore.

An interesting bit of competition occurred in 1848 when two competitive steamboat lines forced the fare between Wilmington and Philadelphia down to \$.25. The railroad entered the war, and carried passengers for \$.12½. The steamboats seem to have lost trade on this account and for a time were charging only \$.10 the trip.

The year 1870 saw the advent of the Wilmington and Northern Railroad Company whose tracks ran to Reading, Pa. This line has since become part of the Philadelphia and Reading Railroad. The Delaware and Western Railroad Company, running to Landenberg, Pa., was taken over by the Baltimore and Philadelphia Railroad Company in 1877, and later became a branch of the Baltimore and Ohio which ran a line through Wilmington in the 80's.

Transportation within the city amounted to practically nothing before 1864. By this time, however, the city had grown to a sufficient extent to warrant the introduction of some kind of public conveyances, and consequently the Wilmington City Railway Company was formed, seven cars and 35 horses purchased, and tracks laid from the P. W. & B. R. R. station to Middle Depot on Delaware Avenue. In the same year the first horse-car was operated in the city. Before the line was ready for operation the tracks were extended to the village of Rising Sun.



McLearn and Kendall's Carriage Works



Wharves of Yards of G. W. Bush and Sons, 1887

1848 Fare War



*Street Railway at
14th and Market*

First Street Railways

was considered as a motive power for the vehicles, and in 1887 the first electric car was run in the city. In this year the car line from Tenth and Market to Riverview Cemetery was electrified, and in 1888 and 1889 all the lines of Wilmington were made electric. The development since then has merely been one of improvement and expansion.

In 1882 The Wilmington-Philadelphia Steamboat Line came into being, and in 1888 this line became the Wilson Line, which is operating today, carrying freight and passengers between Wilmington and Philadelphia, and important points between.

In the 20th century, the development of the automobile added busses and trucks to the other transportation facilities of the city, so that Wilmington became quite important in this branch as in the others. Still later, when airplanes were found to be commercially practical, Wilmington found itself on one of the most important air lanes of the nation, with a large and convenient airport at New Castle.

Thus, it can be seen that from the very beginnings of America right up to the present time Wilmington has had an enviable place in the world of transportation.



Monument Place, Delaware Avenue and Broom Street

In 1881 a line with 4 cars and 12 mules began operations on Front Street between the station and Union Street. Not long after the advent of the horse-cars, electricity



Builders' Exchange and Board of Trade Rooms



One of the first automobiles to run on Wilmington streets

Delaware Avenue depot of the Baltimore and Ohio Railroad



THE PRESS

THE story of newspapers in Wilmington goes far back into Colonial Days and continues in ever-increasing volume up to the immediate present. Before Wilmington became a city many newspapers had come and gone, and in 1832 there were some important papers in existence with many more to follow, some to last and others to die out after various periods of existence.

The *Delaware Gazette*, which was established in 1784, was in 1832 one of the outstanding periodicals of the city under the name *Delaware Gazette and American Watchman*. Ownership changes took place, and in 1838 the original name was resumed. The paper continued for many years and became one of the most influential in the city. After 1853 steam presses were introduced, and with its increasing prominence, the paper was made a daily in 1872. Heretofore it had been a weekly and semi-weekly. During its life the paper had changed hands many times, and in 1883, the *Delaware Gazette* disappeared, it having been bought and merged into the *Every Evening*.

Another paper which was being published in 1832 was the *Delaware Journal*. This paper also underwent several changes of ownership, and in 1855 it purchased

*Early
Newspapers*

EXTRA NUMBER
OF THE DAILY GRAPHIC
WILMINGTON
DEL.



PICTURESQUE VIEWS IN WILMINGTON, DEL.



the *Statesman*, and was called the *Journal and Statesman*. The paper was Republican until 1868, when it changed its politics and spoke for the Democrats. So far it had been a semi-weekly, but in 1872 it became a daily, and in the same year was taken over by the *Every Evening*.

Although an attempt had been made in 1857 to establish a daily in Wilmington, this feat was not accomplished until 1866. In that year the *Wilmington Daily Commercial* was established. The paper prospered and soon a weekly edition, called the *Delaware Tribune*, was added. In 1873 the paper was affected by the panic, and in 1876 it was necessary to reduce the size and cut the price. In 1877 the *Commercial* was purchased by the *Every Evening*.

The *Every Evening* was first issued as a small paper in 1871. The paper grew rapidly and in 1872, with the purchase of the *Journal*, it moved into larger quarters. In 1877 the purchase of the *Commercial* again brought about a move to better quarters. At this time an increase in size and price was also made, and the circulation dropped, but soon picked up again. In 1882 the paper moved to Fifth and Shipley Streets, where it remained for a long time. The next year the purchase of the *Gazette* was made, and the daily issue called the *Every Evening Commercial and Gazette*, while a weekly issue was put out called the *Delaware Gazette and State Journal*. A few years ago a modern plant was constructed at Girard and Orange Streets, where the paper is now located.



Anti-Slavery Publication

The *Blue Hen's Chicken* was established in 1845, and printed mostly local news. In 1854 it was purchased by the publisher of the *Statesman* and the publication was called the *Statesman and Blue Hen's Chicken*. At this time it was noted for its anti-slavery stand. The next year it was bought by and united with the *State Journal*.

The *Delaware Inquirer* lived only from 1860 to 1865.

In 1876 the *Morning Herald* was published, but met with bad luck, and in 1880 was purchased by the *Morning News*, which was then being started. The *News*, a Republican organ, was the first local paper to connect with the New York Associated Press. In 1882 the ownership of the paper was changed, the paper was enlarged, it moved to new quarters, and became quite influential. The next year marked the advent of the *Weekly Morning News*, which contained much local news and became very popular. The *News* successfully weathered strikes and boycotts, and is still being published today.

The *Delaware Republican* was first issued in 1841 as a weekly. It underwent various ownerships and location changes until 1874, when it became the *Daily Republican*. This daily continued until 1905 at which time it was merged with the *Evening Journal*.

The *Delaware Pioneer*, established in 1859, was the first paper in Delaware to be printed in the German language. Another paper in German was the *Freie Presse*, established in 1881.

The *Peninsula Methodist*, the only religious paper in Delaware at the time, began in Wilmington in 1875, and moved to Harrington, Del., in 1896.

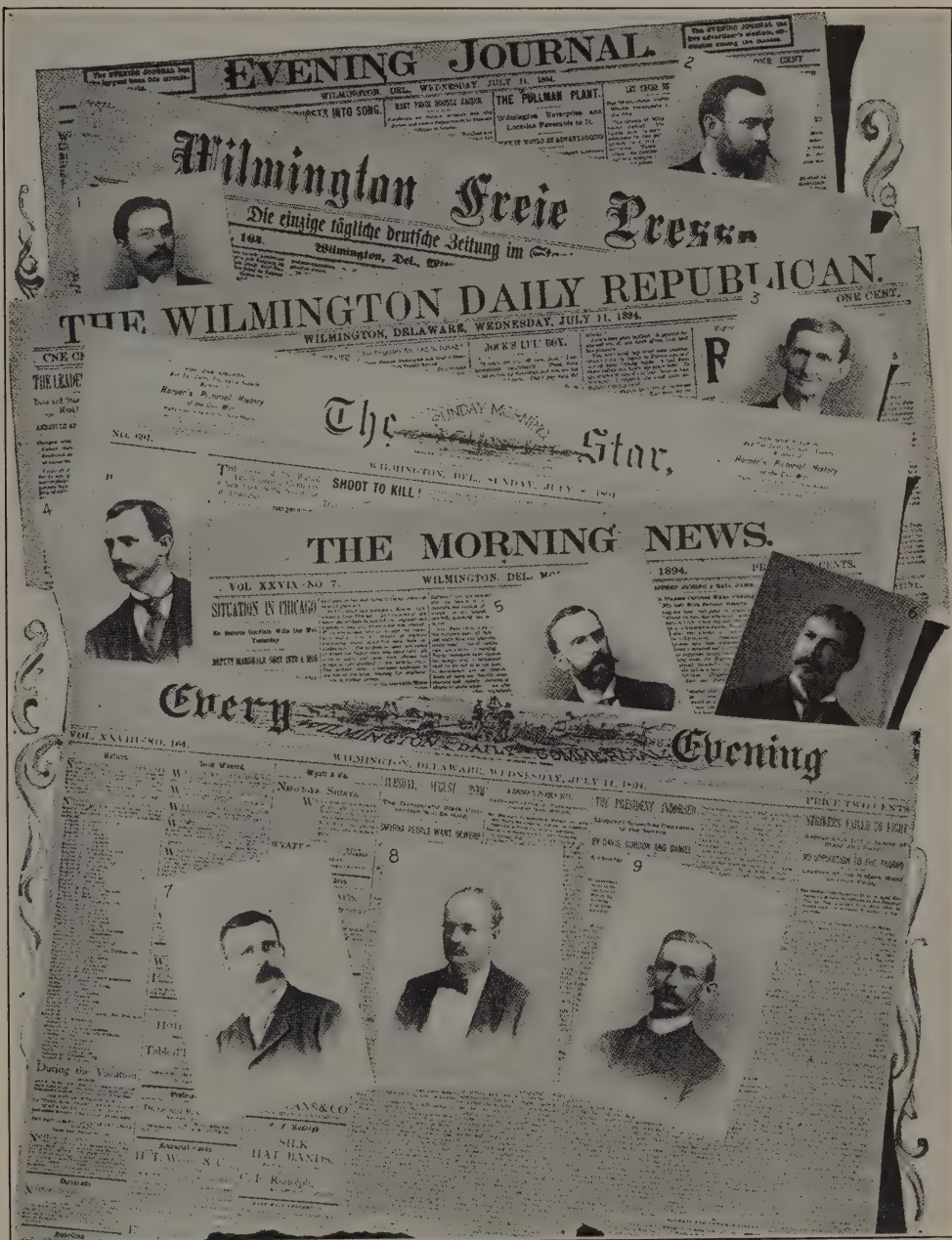
Several other small papers were published in Wilmington in the last half of the 19th century, but most of them were unsuccessful.

Starting in 1878 many attempts were made to establish a Sunday paper in Wilmington, but all but one failed. In 1881 the first issue of *The Sunday Morning Star* was published, and the paper was successful. In 1905 the company was incorporated as the Star Printing Company, and continued to publish the Sunday paper, which has carried on into the present. In 1886 a paper was issued for colored people under the name of *The People's Witness*. The *Evening Journal* was first issued in 1886, and later was continued by the Evening Journal Publishing Company. In 1905 the company purchased the *Daily Republican*, and since then has grown and prospered. It is today one of the city's leading papers.



Lithograph published by the newspaper, "*Blue Hen's Chicken*," for the Campaign of 1864, and used by the Wilmington "*Wide Awakes*," opposed to Southern sympathizers

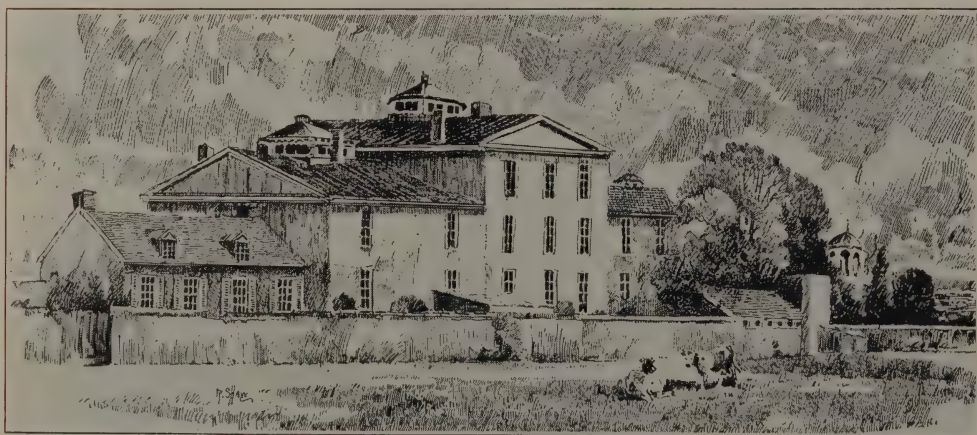
First Foreign Language Paper



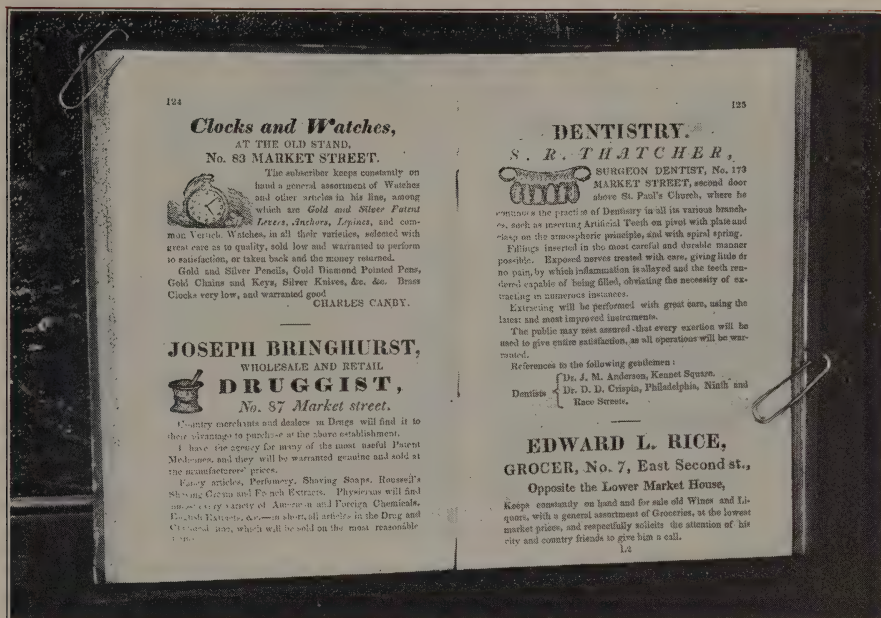
Newspapers of Wilmington in 1894



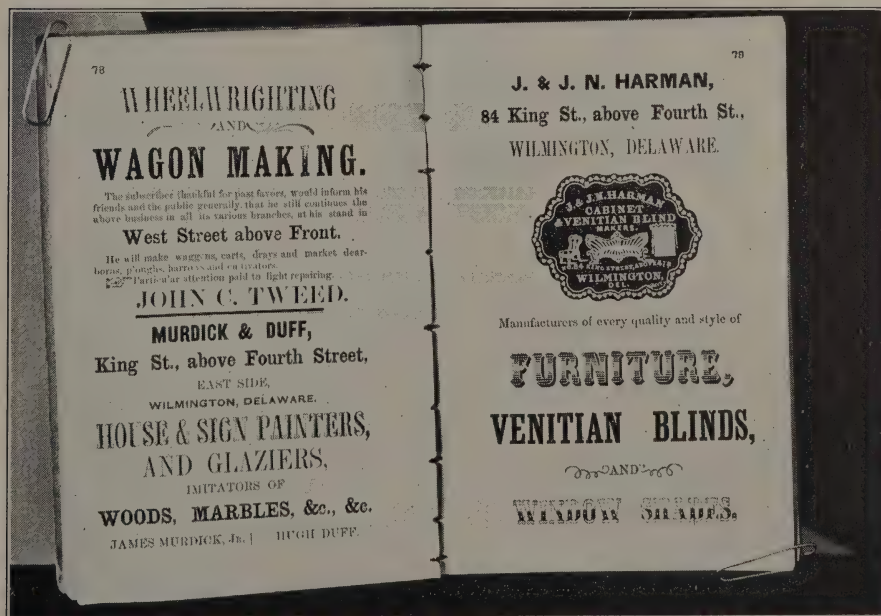
The old Bayard Mansion on Clayton Street



The old Alms House, Broom Street, between 2nd and 4th Streets. Built 1806



An interesting glimpse of Wilmington's Mercantile Life is gleaned from the old directories. Above, two pages of 1845; below, 1857



TAR, PITCH, OAKUM, PAINTS, & GLASS.

JOHN McLEAH, SECRETARY.

Home Office, Exchange Building,
S. W. Cor. Seventh and Market Sts., Wilmington, Del.

NEWS ITEMS FROM THE DELAWARE JOURNAL 1832

February 3

"—The total cost of the New Castle and Frenchtown Railroad (which will certainly yield to none in this country in beauty of design and execution), including the land for its location, wharves, land and depots at both ends, locomotive engines, passenger and burthen cars sufficient to put it in complete operation, with a single tract and a requisite number of turnouts, will not exceed Three Hundred Thousand Dollars.

"—The time that will be saved to passengers will in itself form a sufficient motive of preference to them, as the journey from hence to Baltimore can certainly be performed two hours sooner by crossing this Railroad than by any other route.

"Nor should any jealousy or unkind feeling exist between this company and that of the Chesapeake and Delaware Canal. Both are noble enterprises, and each will be eminently useful in its appropriate sphere."

*Philadelphia
Steam Boats*

January 24, 1832

Bakery to Let:

That noted stand for the Baking Business, corner of High and King Streets, now occupied by John B. Monkton, is for rent after the 25th of March next. Also, several dwelling houses, large and small. Apply at this office.

For Wilmington & Philadelphia
DAILY

THE STEAM BOAT WILMINGTON

Captain Henry Read leaves Wilmington for Philadelphia at 8 o'clock A.M. and returning, leaves Arch Street Wharf, Philadelphia, for Wilmington at 2 o'clock P.M.

Every Day (Sundays excepted)

Fare 75 cents

Baggage at the risk of owner: Breakfast and Dinner provided on board. Freight as per printed list.



Wilmington in the 50's, from across the Christina

February 17

New-Ark Academy

The Trustees of New-Ark Academy are hereby notified and requested to attend a special meeting of the Board to be held at New-Ark, on Thursday, the 23d of February, inst. at eleven o'clock A.M. to act on the report of the Committee appointed to consider the building and organizing of a college.

E. W. GILBERT, *President,*
Board of Trustees,

Wilmington, Feb. 15, 1832.

February 7

Z. B. GLAZIER

Lottery and Exchange Broker, No. 28 Market Street, Wilmington, who keeps constantly on hand and for sale, tickets in all the current lotteries now drawing either by the package or single ticket. A discount of at least 10 per cent will be made to those who purchase more than to the amount of \$10.

Jan. 27, 1832

6 CENTS REWARD

Runaway on Friday the 13th inst. from the Subscribers, living in Wilmington, an apprentice to the Machine Business, by the name of Mahlon Gallaher, between 17 and 18 years of age. Whoever returns said boy shall receive the above reward, but no charges paid.

N.B. All persons are forbid trusting or harboring said boy at their peril.

McCLARY & BUSH

Wilmington, Jan. 16, 1832.

DIVIDEND

The General Board of Directors of the Farmer's Bank of the State of Delaware, have this day declared a Dividend at the rate of Five per cent per annum, for the last half year, payable to the Stockholders, or their legal representatives at any time after the 10th inst.

JOHN MANLOVE, *Cashier.*

Dover, Jan. 3, 1832.

Jan. 31, 1832

WHALEING

Although anxious, ready and willing to "lay my shoulder to the wheel" for any purpose which will benefit our Borough—I now for this purpose have taken up my pen

FIRST—To ask the encouragement of our citizens in purchasing and fitting out a Whaleing Ship.

SECONDLY—For the erection of suitable and necessary buildings for separating the oil and blubber.

In soliciting your encouragement, it is only necessary for me to state the benefits which I conceive will be the result of such an undertaking—and to do this, I shall merely call your attention to the Eastward—that land of "Yankee Notions."

The Eastern Cities and towns have pursued Whaleing for about a century and in no one instance where it has been undertaken have they abandoned it—No—they have increased rapidly, and all those that are now pursuing it, are in a prosperous and flourishing condition. This surely is encouragement for us, we certainly can do as well as they, our creek is sufficiently large to admit ships of any burthen—our lower wharves are in a good situation for the erection of buildings. Our Borough is well situated in every respect for such an undertaking. Yes everything can be done to the best advantage—all we want is *enterprise* and *expedition*. The Eastern States would not have pursued a business so long unless they found it an advantageous and profitable one—The Eastern men do not pursue a business which they find unprofitable and disadvantageous.

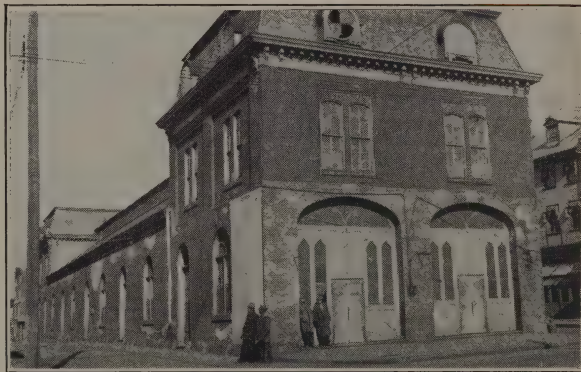
Let every one then consider that in encouraging this he is benefiting our Borough, which is to be a City after the First of March next. Should the thing be taken (of which there now seems a fair prospect), I would suggest the propriety of calling it, The Wilmington Whaleing Company.

A MERCHANT.

Lottery

Runaway

Whaling



Old Second Street Market House

EARLY WILMINGTON CHURCHES

THE first Catholic Church in Wilmington was St. Peter's, which was founded in 1816, at the same location it occupies today, Sixth and West Streets. It was not the first Catholic Church in this vicinity, however. St. Mary's, known as "Coffee Run" Church, seven miles west on the Lancaster Pike, preceded St. Peter's. The exact date is not known, although datings in the cemetery go back to 1786.



Old Swedes Church, dedicated in 1699

The Baptists made their first appearance with the settlement of "The Welsh Tract," below Newark. The pioneer congregation in Wilmington was the First Baptist Church, organized in 1785, and located on King Street between Tenth and Eleventh. The first Methodist church in Wilmington was Asbury, at Third and Walnut. It was built in 1789. Richard Bassett, signer of the Constitution of Delaware, was one of its early members.

Holy Trinity Swedish Lutheran Church, "Old Swedes," built in 1698 as a Lutheran church. Later, after the colony came under English control, it was made Episcopalian.



First Presbyterian Church. Old Church built 1740; New Church built 1840. Ninth to Tenth Streets, on Market

Second meeting house and the first place built for Quaker worship in the City of
 Wilmington which was laid out for a town. This house is yet standing, but the building
 in front of it has been removed about forty years. 137. June 1845



Second meeting house built 1748
 Taken down - 1817



First and Second Friends Meeting Houses. Above—built 1738. Below—built 1748

MUSICAL ORGANIZATIONS SINCE 1832

*First
Organization*

THERE is no record or knowledge of the existence of any musical organization in Wilmington prior to 1834. *The Washington Cornet Band* was organized in the autumn of 1834 at the Washington Hotel, on Market Street above Second, and flourished for about twenty years. It had an original membership of twelve or fifteen, and is said to have played at the reception of a president of the United States upon the occasion of his visit to Wilmington.

From this time until 1853 the only musical organizations formed in Wilmington were bands, the chief ones being *The Independence Band*, organized in 1847, *The Wilmington String Band*, formed about 1850, and *The City Cornet Band (No. 1)*, organized many years before the Civil War, and composed of members of German birth or extraction.

Although after the middle of the century other kinds of musical organizations came into being, bands continued to be popular, and many more were formed. The list includes *The City Cornet Band (No. 2)*, 1872; *The First Regiment Band*, 1883; *The Philharmonic Band*, 1889; *The First Infantry Band*, 1903; *The Fifty-ninth Pioneer Band*, 1917; *The Municipal Band*, 1923; *The Wilmington Police Band*, 1925; and *The 198th Coast Artillery Band*, 1928. These bands were very popular, and some of them toured nearby cities and also took part in presidential inaugurations in Washington. During this time *Anderson's Band* and *Chandler Wright's Band*, both composed of colored players, were frequently heard on the streets.

*First Concert
in Grand
Opera House*

In 1853 the *Delaware Saengerbund*, the first choral organization of record in Wilmington, was formed. The Bund has weathered many difficulties and is active today. Ten years later the first choral society singing in the English language was formed, its name being *The Handel and Haydn Society*. In 1874 the *Millard Club* was organized for singing, and in the same year *The Richard Triggs Testimonial Concert* was given, it being the first concert to be given in the Grand Opera House. *The Tuesday Club*, organized in 1885, did much to raise the musical standards of the city. Its chorus numbered over one hundred mixed voices, and it frequently had talented artists from other cities as guest soloists. In 1887 *The Choral Club* was organized and successfully produced several light operas. In 1891 *The New Century Club Music Classes* were inaugurated, and have been active intermittently up to the present time. *The Ferdinand Fuller Male Chorus* and *The Columbian Glee Club* were both male organizations formed in 1891 and 1892. *The Wilmington Chorus* was a mixed organization formed in 1894. The disbanded *Tuesday Club* gave many voices to *The New Century Club Messiah Chorus* which performed Handel's "Messiah" in 1896 and again in 1897. In this latter year was organized the first mixed singing society for unaccompanied singing in the city, known as the *Musical Art Society*, and having a chorus of twenty prominent singers.

The beginning of the present century saw the advent of two orchestras, *The Tankapanikum Orchestra*, with many players from the duPont powder mills, and *The Wilmington Orchestra*, the first attempt to have a symphony orchestra in Wilmington.

The Delaware Musical Association, organized in 1905, sponsored concerts given by the Philadelphia Orchestra in Wilmington, as well as varied programs by other artists of high rank.

In 1907 *The Wilmington Choral Society* was organized, and continued an active life for four years.

Outstanding among Wilmington musical organizations was *The Hope Farm Opera Group*, formed in 1911. The group presented many popular light operas, "Pinafore" having a run of ten consecutive performances the first season, to crowded houses, and the gross receipts for the season amounting to \$5000. This is a record which still stands.

The Wilmington Symphony Club, organized in 1914 for orchestral concerts, has flourished and is active today.

The organizations which may be considered as belonging to the present period are *The Oratorio Society*, organized in 1917, and discontinued because of war stress; *The Orpheus Club*, also founded in 1917, and which has given two fine concerts each year, and is still active; *The Westminster Choral Club*, organized the same year, and having many successful operettas to its credit; *The Wilmington Community Chorus*, organized in 1918 for the purpose of giving inspiration in time of war; *The Treble Clef*, organized in 1924 as a department of the Washington Heights Century Club, and now active; *The Women's Chorus*, of the same year, a club which sings frequently at various institutions; and *The Capella Club*, organized in 1928, and active at the present time.

In 1926 *The Sesqui-Centennial Chorus*, a group of 225 singers, was sponsored by the Wilmington Music Commission and sang with the mass chorus of 5000 voices in the Exposition stadium at Philadelphia on July Fourth of that year. In June it gave a concert in Wilmington to an audience of 10,000 people.

The Wilmington Music Commission was organized in November, 1921.

The important activities of the commission are concerts and recitals of various kinds in schools, churches, and other public places, music week activities, music contests, the sponsoring of choruses and music club activities for public functions, and the arranging of musical programs for civic celebrations.

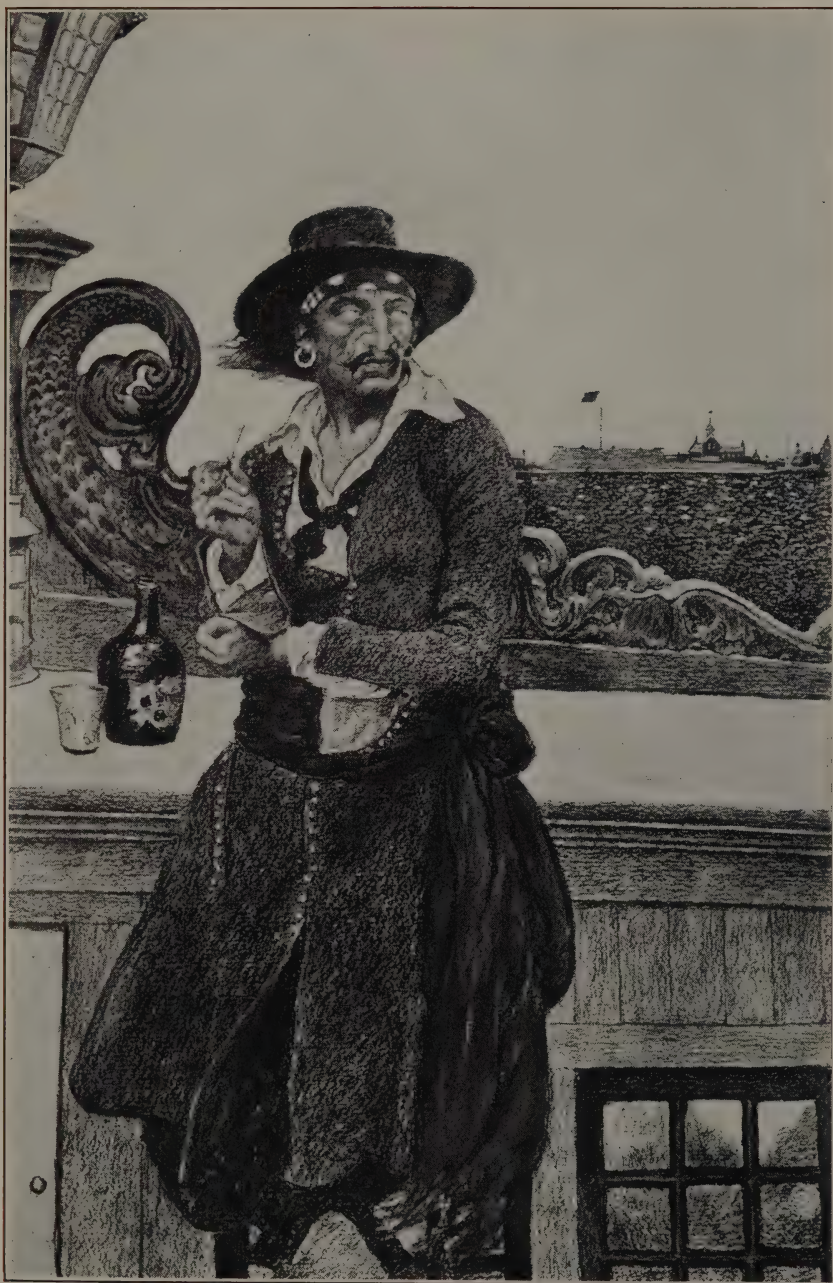
The Music Commission is composed of representative Wilmington people and members from musical organizations. It has been through their whole-hearted co-operation that the commission has been able to function successfully.

Pinafore

Music Commission



Etching by Robert Shaw. Caesar A. Rodney house, built 1748, acquired by Rodney in 1804, called "Cool Spring." Tenth Street, between Franklin and Broom



Captain Kidd on the deck of the "Adventure Galley," by Howard Pyle
Copyright 1902. Harper and Brothers. Courtesy Harper's Magazine

WILMINGTON AND THE FINE ARTS

WILMINGTON'S progress in the fine arts during the hundred years from 1832 to 1932 may be traced from the small group of early painters, born or living in Wilmington, to Howard Pyle and the forming of his School of Illustration, which brought to Wilmington as his pupils, men of talent from all over the country; and after Mr. Pyle's death, to the forming of the Wilmington Society of the Fine Arts in 1912, and the founding of the Wilmington Academy of Art in 1928.

Of the painters during the early years of the 1832-1932 period, we mention Felix O. Darley, a well-known illustrator and pen-and-ink artist, who, although he lived in Claymont, not Wilmington, was acknowledged by Howard Pyle to have had an influence on his work; and James Hamilton, born in Belfast in 1824, who lived for some years in Wilmington. It was through Hamilton's friendship that Henry T. Tatnall, born in Wilmington in 1827, and the first native-born Delaware artist, discovered when middle-aged, his own talent for landscape painting. Tatnall's work was very popular. Robert Shaw, born in Rockland, should also be mentioned, as his subjects were often Wilmington scenes. Following Tatnall and Shaw were Jefferson D. Chalfant and Clawson S. Hammitt.

Etching by Robert Shaw. Brandywine Springs Hotel, famous watering place. Built by Justa Justis in 1828



Etching by Robert Shaw. Home of William Poole, father of J. Morton Poole, and grandfather of Mrs. Howard Pyle. Built 1765, between French and Walnut, on the Brandywine



Howard Pyle was born in Wilmington in 1852, and died in Florence, Italy, in 1911. He studied art in Philadelphia and New York, and in 1876 became a regular contributor to Harper's Weekly. Besides illustrative work, he did a number of murals.

Mr. Pyle is considered the first really great American illustrator. Quoting Henry Mills Alden, in Harper's Magazine, 1912, "Howard Pyle was distinguished by marked individual peculiarities from all the other artists of his time. . . . Pyle . . . was first of all and always an illustrator. Because he was transcendently that he was something more than that, especially in his sense and handling of color and in the spirit which animated and informed his creations. . . . His work as author and artist was, for us all, and a good part of it especially for the youth, a fresh revival of the Romantic."

Howard Pyle

Mr. Pyle's influence on art in Wilmington, through his inspired work and vivid personality, has been far-reaching. In 1895 he formed summer classes at Chadds Ford, Pa., and in 1900 built a school beside his own studio in Wilmington, and started the Howard Pyle School of Art. It was the forming of this school which focused an interest in art in Wilmington, and made it a center of illustration. Many of Mr. Pyle's pupils have since become famous in various branches of art. Some have stayed in Wilmington to work and carry on his tradition, and others have scattered to various parts of the country.

In 1912 the Wilmington Society of the Fine Arts was formed to promote the cultivation of fine arts in Delaware and to establish galleries. The society raised by public subscription a fund with which it purchased a large collection of Howard Pyle's paintings and pen-and-ink drawings.

In more recent years the interest in art in Wilmington is further shown in the founding of the Wilmington Academy of Art in 1928, where the various branches are taught, and in the decoration of some of the city's fine buildings.

WILMINGTON'S PLACE IN LITERATURE

THE city of Wilmington has had its place in literature, as well as the other arts and accomplishments. It has at various times produced, trained, and helped to train personages of literary merit whose names have become known throughout the nation and the world.

Perhaps the most outstanding names of the early period of Wilmington history in the world of writing are those of John Dickinson and Zacharias Jess. John Dickinson, whose name is a by-word in the Colonial and Revolutionary political history of the city, was a writer of great authority on matters of the science and theory of government. His works were widely read and considered among the best in his field. Zacharias Jess was at one time a school master in Wilmington, and was also a rather outstanding author of the Colonial period.

In the first half of the 19th century the name of Robert M. Bird stands out as a writer of varied talents. From 1834 to '38 he wrote a number of novels which won favor from contemporary critics. Recently his works have been republished because of their merit. Later on we find that many noteworthy novels were produced by Caleb Harlan in the period from 1860 to 1883. After 1880 there are many names which represent authors of note, persons who wrote from that time on into the first part of the 20th century. One of the outstanding ones among these is Howard Pyle, who, although more famous as an artist than as a writer, by the combination of his talents, forces himself to be noticed as a master of each of these fields. His writings were largely stories for younger people, stories of a romantic nature and illustrated by himself. His sister, Katherine Pyle, is also one of Wilmington's literary figures. Pennock Pusey, who wrote largely between 1880 and 1890, produced in 1894 a Swedish novel, "Ebba Borjeson," which attained no small degree of fame. Other names

*John
Dickinson*

*Robert M.
Bird*

*"Ebba
Borjeson"*

which stand out as contributors to Wilmington's literary history are those of Harriet Belt, Margaret Canby, Mary Jane Windle, and Isable N. Whitely. Harriet Belt is important for her two novels, "Marjorie Huntingdon" and "Mirage of Promise," written in 1884 and 1887. In 1873 Margaret Canby made a contribution of children's stories for which she is quite well known. "Truth and Fancy," a novel written in 1850, has given Mary Jane Windle her place in the list of Wilmington authors. The writings of Isable N. Whitely were produced mostly between 1897 and the end of the century.

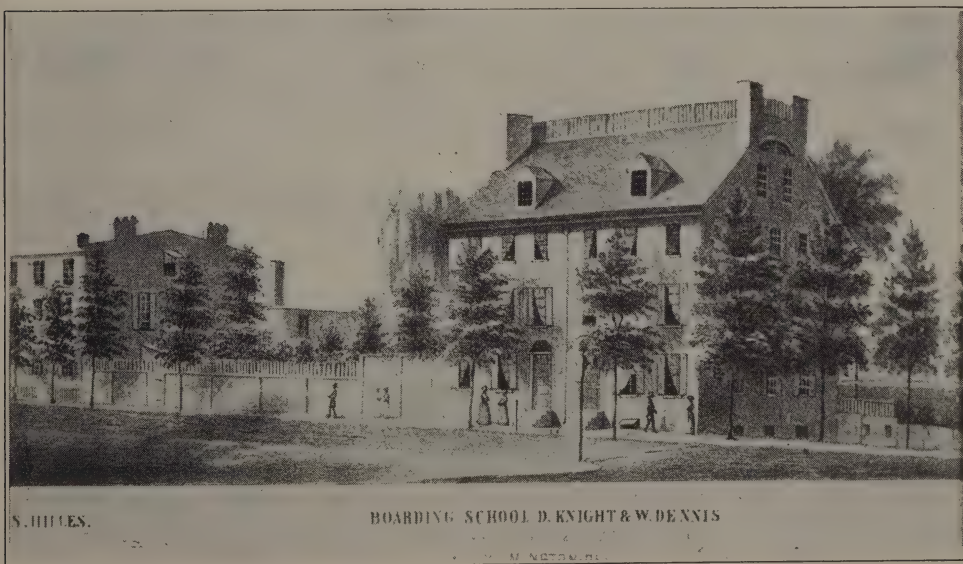
The present century, with its ever-increasing competition in the field of literature, has failed to dampen the ardor of Wilmington aspirants to literary fame, and today the city can boast of many authors of national and international renown.

WILMINGTON SCHOOLS

THE story of education in Wilmington is one of such varied phases that a brief account can merely consist of highlights. The movement has manifested itself in many forms and through the efforts of many people since the very beginning of the colonization of Delaware, but here we can merely indicate some of the more outstanding schools, and tell very briefly something of the development of the public school system.

The oldest school in Delaware, having a continued existence, is the Friends' School, which was founded in 1748. This school started necessarily very small, but

Early Schools



Hilles Boarding School for Young Ladies at 10th and King Streets

through the years it became so popular that it was continually necessary to enlarge and improve it until it became modern and complete, and capable of meeting the increasing demands of enlarged enrollment and widening knowledge. The Hilles Boarding School for Young Ladies, which had its beginning in 1797, continued to serve its useful purpose long after 1832, the time our story really begins. Another school which had an early start, and which continued into the period of the last hundred years, was the Brandywine Academy, which was founded in 1799. Closer to 1832 are found John Bullock's Boarding School, 1821-1874, the Wilmington Boarding School, 1829, and existing from 1832 to 1874 there is found in the records another Friends' School.

After 1832 there were many other schools founded, some of which prospered, and some of which did not. The names of some of the most outstanding are the Young Ladies' Institute, 1851, Taylor and Jackson's Academy, 1857, State Normal University,

1865, Academy of the Visitation, 1868, Classical and Mathematical Institute, 1871, Brandywine Seminary, 1878, Rugby Academy, 1872, and in 1881, the Misses Hebb's School.

The matter of public education was practically a nonentity until approximately one hundred years ago. In 1829 Wilmington was divided into school districts, but because of the lack of an adequate system nothing much was accomplished. In 1833, however, a school building was obtained at Sixth and French Streets, the school having two rooms and 120 seats in each room. This school continued in service for a long time, but not much progress was made in any other direction. In 1852 a local Board of Public Education was formed without provision or power for handling money. It was a step in the right direction, and accomplished much good, but its activities were hampered by lack of properly administered funds. Under the Board, however, the school system improved, and by 1857 there were 1800 children in the schools. Two years later there were 7 schools, 39 teachers, and 1940 pupils. The year 1863 marks the beginning of great improvements, for in that year the Board of Public Education was authorized to borrow money. Improvement and expansion was rapid from then on. In 1873 the Howard School, for colored students, became part of the city system. In 1875 the first class was graduated from the Wilmington High School. In 1888 the Howard School became a colored high school.



The Willard Hall School at 8th and Adams Streets, the first Public High School



Business department of the Wilmington Commercial College, H. S. Goldey, Principal



WILMINGTON BOARDING SCHOOL.

In this institution the abstract and physico-mathematical sciences are taught; also, the elementary and practical branches of the mathematics.

Under the first head are included, Algebra, Elements of Geometry, Plain and Spherical Trigonometry, Spherical Projections, Conics, Analytic and Descriptive Geometry, Fluxions, or the Differential and Integral Calculus, Mechanics, Dynamics, Hydrostatics, Hydrodynamics, Optics, Physics, or Natural and Experimental Philosophy, and Mechanics Celeste, or Physical Astronomy, and other branches not here enumerated.

Under the second head, Arithmetic, Surveying, Navigation, Lunars, Mensuration, and Practical Astronomy, are comprehended.

In this Seminary, Lessons on Penmanship, Geography, the Globes, Orthography, English Grammar, Elocution, and Composition, are given.

A course of lectures on Natural and Experimental Philosophy, is annually exhibited to the students; and arrangements are made for lectures on Mineralogy and Botany.

Instructions are given, by competent teachers, in the French, Latin, Spanish, Italian, and Greek Languages.

The school is furnished with a superior Astronomical and Philosophical Apparatus, and the students have access to fine cabinet of minerals, and a good library.

The terms of admission, (including boarding, washing, and instruction,) are, for the Mathematical and English depart-

ment, 120 dollars per annum, payable quarterly in advance, and six dollars per quarter are added for each language in which any pupil may receive instruction.

The buildings connected with this establishment are large, and from their high and airy situation, are well suited to insure the comfort and preserve the health of the pupils.

The vicinity of Wilmington is well calculated to promote or facilitate the study of Mineralogy and Botany; and for this reason it is highly interesting to the student in these sciences. The situation of this borough, for the salubrity of the air and varied beauty of the surrounding scenery, is well known, and as a suitable location for a Boarding School, it has long received the public sanction.

For further particulars reference may be made to

JOSEPH PARKER, M.D.	{ Philadelphia
WILLIAM WHARTON	
THOMAS MCCLINTOCK,	{ New York
JESSE W. NEWFORD,	
SAMUEL DICKS,	{ New York
WILLIAM KES,	
ARTHUR H. GLETT,	{ New York
JOHN E. H. PIERCE,	
VANDERBILT DICKS, (now in England)	{ New York
PHILIP J. THOMAS, (now in England)	
JOHN W. THOMAS, (now in England)	{ New York
WILLIAM THOMAS, (now in England)	
JOHN W. THOMAS, (now in England)	{ New York
JOHN W. THOMAS, (now in England)	

Or to

SAMUEL SMITH,
Principal of the School.

THE PARK SYSTEM OF WILMINGTON

*Parks and
Playgrounds*

IT WAS not until the middle of the last century, when industrial Wilmington started spreading out rapidly, that any consideration was given to public parks.

Although Eighth Street Park was acquired by the city in 1863, it was not until the close of the Civil War, that it became evident that before many years, access to the valley of the Brandywine would be cut off by the extension of building operations and that its value would increase to such a point that purchase would be prohibitive. Realizing this, some of the public-spirited citizens called a meeting in the Old City Hall on July 11, 1868, to consider the matter.

At this meeting a committee, consisting of Thomas F. Bayard, Samuel M. Harrington, Charles B. Lore, Daniel W. Taylor, and George W. Stone, was appointed to study the situation and make a report. Their interesting and exhaustive report, advocating the immediate purchase of the Brandywine Valley, was presented to City Council in July, 1869. Although this report failed of its immediate objective, the effort was not entirely lost and the interest aroused steadily grew, and, in 1883, the State Legislature, against strenuous opposition, passed an act establishing a Park Commission. This Commission organized on April 26, 1883, with William M. Canby as President, and Joseph Richardson, Secretary and Treasurer.

Little progress was made until 1885, when the Legislature passed an act authorizing the city to borrow \$150,000 for the purchase of park lands. With this money at hand the Board of Park Commissioners immediately began their negotiations, and portions of Brandywine Park and Delamore Park were purchased.

To the untiring activity and the boundless generosity of William P. Bancroft, more than to any other one person, the city of Wilmington owes today, its splendid park system.



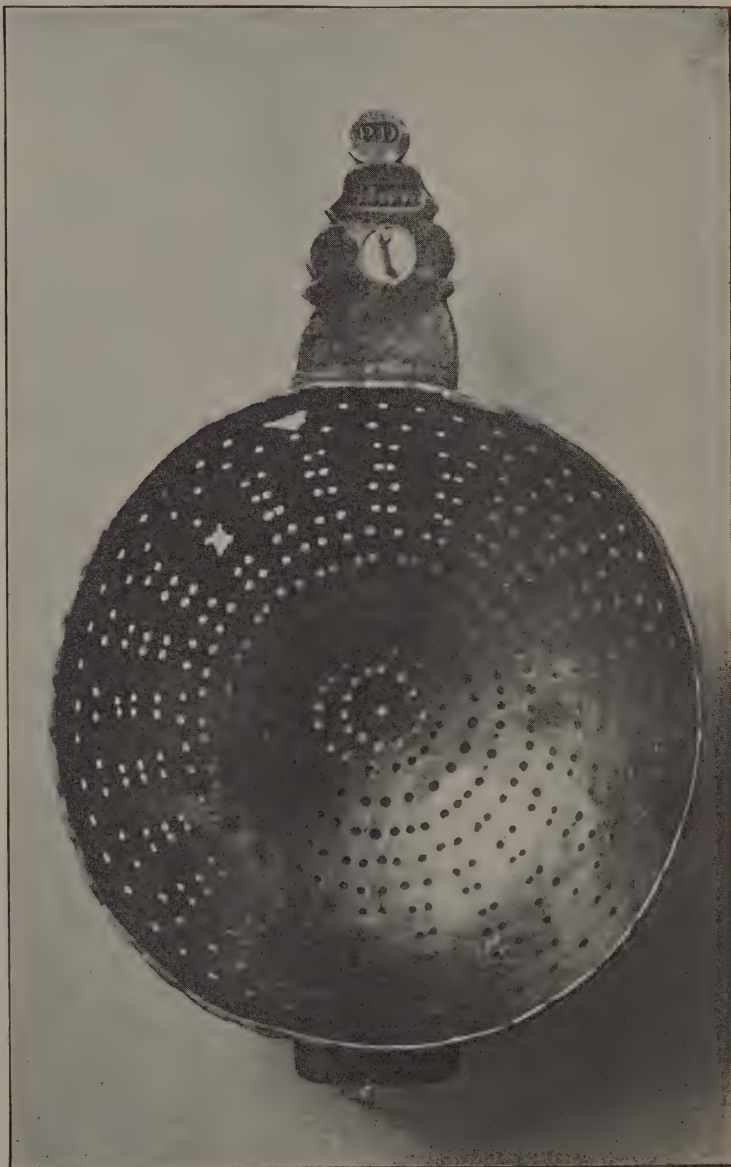
A delightful view in one of Wilmington's Parks

THE FIRST DOLLAR BENJAMIN FRANKLIN EARNED

THE punch strainer (here reproduced) was made from the first dollar earned by Benjamin Franklin. It came to Delaware through Jane Ballaroux Parker, who married Gunning Bedford, Jr., member from Delaware of the Constitutional Convention of 1787, and first Judge of the U. S. District Court for the Delaware District.

Mrs. Bedford's father, James Parker, one of the earliest American printers, had learned his craft in the same Boston shop with Benjamin Franklin. For first pay each received a silver dollar, which the two youths promptly exchanged with each other, presumably for luck. The Franklin dollar, later made into a punch strainer, descended to Henrietta Jane Bedford, daughter of Jane Ballaroux Parker and Gunning Bedford, Jr., and after her death in 1871, came by her will to the Delaware Historical Society.

*(Delaware Historical
Society
Papers, No. 26)*



WILMINGTON CHARTER CENTENNIAL COMMITTEE

HONORABLE FRANK C. SPARKS, *Honorary Chairman*
 GERRISH GASSAWAY, *General Chairman*
 WILLIAM N. CANN, *1st Vice Chairman*
 MRS. A. D. WARNER, SR., *2d Vice Chairman*
 JOSEPH S. WILSON, *3d Vice Chairman*
 FRANK THOMAS, *Treasurer*
 HOMER C. SIMMONS, *Secretary*

EXECUTIVE COMMITTEE

HON. C. DOUGLASS BUCK, *Governor*
 HON. FRANK C. SPARKS, *Mayor*
 HON. WALTER DENT SMITH
 HOMER C. SIMMONS
 JOSEPH S. WILSON
 S. M. STOFFER

FRANK THOMAS
 JOHN GILBERT CRAIG
 WILLARD SPEAKMAN
 G. MORRIS WHITESIDE, II
 J. CHRISTY CONNER
 HUGH M. MORRIS
 WILLIAM A. SIMONTON

HON. DANIEL O. HASTINGS
 JOHN J. POWEL, SR.
 GEORGE A. ELLIOTT
 CHARLES L. EVANS
 H. J. BAILEY
 WILLIAM F. METTEN
 GERRISH GASSAWAY

GENERAL COMMITTEE

ALEXANDER R. ABRAHAMS
 STANLEY ARTHURS
 HENRY J. BAILEY
 JOSEPH BANCROFT
 HON. THOMAS F. BAYARD
 MRS. WILLIAM H. BEACON
 G. M. BELLANCA
 ELMER E. BENSON
 HON. C. DOUGLASS BUCK
 WILLIAM N. CANN
 L. C. CAMPBELL
 GEORGE CARTER
 JAMES T. CHANDLER, JR.
 J. CHRISTY CONNER
 RT. REV. PHILIP COOK
 HAROLD S. CREAMER
 ALBERT W. CUMMINS
 DR. T. H. DAVIES
 COL. SIMON P. DOHERTY
 MAJ. S. B. I. DUNCAN
 PIERRE S. DUPONT
 COL. GEORGE A. ELLIOTT
 J. AUSTIN ELLISON
 JAMES S. EVANS
 CHARLES L. EVANS
 RT. REV. EDMOND J. FITZMAURICE
 MAURICE A. FLYNN
 DARLINGTON FLINN
 DR. G. W. K. FORREST
 CHARLES GANT
 GERRISH GASSAWAY
 CHARLES W. GIBBS
 MRS. JAMES N. GINNS
 MISS JENNIE C. GRAHAM
 JOSEPH B. GREEN
 A. O. H. GRIER
 E. B. GRIFFENBERG
 REV. FREDERICK HASSKARL
 HON. DANIEL O. HASTINGS

LEROY F. HAWKE
 EDGAR L. HAYNES
 CLEMENT B. HALLAM
 WM. J. HIGHFIELD
 BANKSON T. HOLCOMB
 H. V. HOLLOWAY
 JOHN O. HOPKINS
 MRS. J. MERRICK HORN
 HON. ROBERT G. HOUSTON
 ALEXANDER JAMISON
 WILBUR E. JACOBS
 ARTHUR JOHNSON
 JAMES KEENAN
 ERNEST V. KEITH
 ROBERT D. KEMP
 MAX KEIL
 CHARLES C. KURTZ
 CALEB S. LAYTON
 CHARLES S. LEDNUM
 JAMES D. LEWIS
 MISS ANNA T. LINCOLN
 GEORGE MACINTYRE
 EDWARD R. MACK
 C. P. MARONEY
 JOSEPH H. MARTIN
 GEORGE C. MAULL
 ISAAC T. MCCLURE
 FRANK H. MCCORMICK
 JAMES B. MCMANUS
 NATHAN MILLER
 WILLIAM F. METTEN
 OTTO H. MILLER
 ENOCH MOORE, JR.
 HUGH M. MORRIS
 MRS. ALYCE S. MORROW
 EDWARD A. MUNCH
 HON. JOHN P. NIELDS
 FRANK W. PIERSON
 JOHN J. POWEL, SR.

MRS. WALTER PYLE
 JAMES H. RAUGHLEY
 J. EDGAR RHODES
 ROBERT P. ROBINSON
 HON. RICHARD S. RODNEY
 LOUIS ROSENBLATT
 JOHN C. SAYLOR
 JACOB SCHEIFELE
 HENRY P. SCOTT
 HENRY P. SCOTT, JR.
 J. EDWARD SCHELL
 CHARLES W. SHARP
 HOMER C. SIMMONS
 W. A. SIMONTON
 WALTER DENT SMITH
 IRVIN F. SMOOT
 HON. FRANK C. SPARKS
 WILLARD A. SPEAKMAN
 WM. B. STEEN
 J. P. STEWART
 S. M. STOFFER
 GEN. WELLER E. STOVER
 MRS. HENRY B. THOMPSON
 FRANK THOMAS
 ROSCOE C. TINDALL
 W. H. TODD
 HON. JOHN G. TOWNSEND
 ESTELLE TSCHUDY
 C. R. VAN SANT
 HARRY B. VAN SCIVER
 S. NEWBOLD VAN TRUMP
 CHRISTOPHER L. WARD
 CHARLES WARNER
 JACOB L. WARNER
 CHARLES WESTON
 G. MORRIS WHITESIDE, II
 C. E. WHITLOCK
 JOSEPH S. WILSON
 WILLIAM J. WINCHESTER

THIS BOOKLET:

Preparation: JOHN GILBERT CRAIG, INC.
Wilmington

Engravings: GLOBE PHOTO-ENGRAVING CO.
Wilmington

Paper: CURTIS & BRO. CO.
Newark, Delaware

Printing: CANN BROTHERS & KINDIG, INC.
Wilmington

77 02106 113

